





**UICC LIBRARY**

**AUG - 5 1975**

**DOCUMENTS**





TWENTY-SIXTH ANNUAL REPORT

UICC LIBRARY

OF THE

AUG - 5 1975

DOCUMENTS

RAILROAD AND WAREHOUSE COMMISSION

OF ILLINOIS.

RAILROADS, FOR THE YEAR ENDING JUNE 30, 1896.  
GRAIN INSPECTION DEPARTMENT, OCTOBER 31, 1896.  
OFFICE EXPENSES, DECEMBER 1, 1896.

COMMISSIONERS:

W. S. CANTRELL, BENTON, *Chairman*.

THOMAS GAHAN, CHICAGO.

GEO. W. FITHIAN, NEWTON.

J. W. YANTIS, SPRINGFIELD, *Secretary*. D. R. LEVY, SPRINGFIELD, *Assistant Secretary*.

DWIGHT C. MORGAN, *Consulting Engineer*, DWIGHT.

SPRINGFIELD, ILL.  
PHILLIPS BROS., STATE PRINTERS.  
1897.



# REPORT OF THE COMMISSION.

---

OFFICE OF RAILROAD AND WAREHOUSE COMMISSION,  
SPRINGFIELD, ILL., Dec. 1, 1896.

*To the HON. JOHN P. ALTGELD, Governor of Illinois:*

In compliance with the act creating this Board we respectfully submit herewith the Twenty-sixth Annual Report of the Railroad and Warehouse Commission of the State of Illinois, and the last report of the present Commission.

This report being the fourth that has been submitted to your Excellency by this Board of Commissioners, it seems proper at this time to make some reference in the nature of a review of the matters which have come before us and of the results that have been obtained through our official action.

During our term of office many questions have arisen, some of which have involved conditions and principles of vital importance as affecting the relations between the railroad companies and the people. Reference should also be made to those cases in which the statutes have given the Commission a quasi-judicial function in the settlement of controversies existing between the railroad companies themselves.

Generally speaking we have found the statutes ample for the prompt determination of most cases coming before the Board, and in arriving at a decision in all matters, whether between the railroad companies and the people or between the railroad companies themselves in the determination of all questions that have been presented to us we have taken an equitable view instead of giving the law a strict technical interpretation. That such a course is necessary only needs as a support the fact that physical, commercial and financial conditions vary in each case and being, as a rule, local in cause and effect, the assumption that a particular decision may be accepted as a precedent common to all cases of a similar nature, if applied, would in many instances, work great injustice and hardship, the ultimate result of which would be the setting at defiance of those interests whose friendly relations are essential to the best results.

We have endeavored, as far as possible, to comply with the law providing for the examination of the physical condition of the railroads and have personally examined with care every line of railway in operation within the State. Regarded as a whole the roads are maintained in very good condition, some of them in the construction

and maintenance of roadway and equipment and in the service rendered to the public, presenting the highest degree of perfection attainable. Viewed from an individual standpoint we found a few lines in the State representing theories of economy in construction, maintenance and equipment and in the safety and comfort they are expected to provide for the public, far below the necessities.

In such instances we have sought to have the conditions remedied, but the powers of the Board relative to enforcing improvements to roadway, structures and equipment wherein the public safety is imperiled, are so crippled and ineffective by the present circuitous provisions of the statutes that the prompt execution of even the gravest necessities are impossible.

Dependent upon the judicial department of the State for enforcing needed repairs, much time is lost when it is most essential that practical results should be accomplished without delay.

Reference was made to this in our report for 1893 with a recommendation that further legislation is needed in order that the commissioners may more promptly dispose of cases of this character. The Legislature has not yet seen fit to act upon it but we are of the belief, made more forcible by practical example, that the suggestion set forth in our report of that year and here referred to, is of much importance and should be enacted into law without awaiting some disastrous result as a guarantee of its necessity.

One of the most important cases that has occupied the attention of the Commission was brought before the Board by the citizens of Benton, Franklin county, and other towns and villages on the line of the Eldorado division of the St. Louis, Alton & Terre Haute Railroad Company alleging insufficient passenger train service. This case was heard by the Commission early in January, 1894, and an order was issued directing the railroad company to place in service on its line a passenger train. Compliance with this order was refused by the railroad company, and a petition for writ of mandamus was filed in the circuit court of Franklin county; a jury was waived and the case submitted to the court and a judgment was rendered in favor of the railroad company. An appeal was prosecuted to the Supreme Court and in January, 1896, the decision was handed down by the Supreme Court reversing the trial court with direction to award the writ of mandamus. The decision of the Supreme Court sustaining the action of the Commission is a forcible illustration of that principle of law, now generally recognized, that railroads, though constructed and owned by private corporations, are public highways in the operation of which reasonable facilities may be expected. It is insisted by counsel for railroad companies that the opinion rendered by the court is too broad and far-reaching, but when it is taken into consideration that in nearly all cases involving the character of the service rendered to the public, the desires of the people are largely identical with the interests of the railroad companies, the effect cannot be anything but local, based upon the reasonableness of any similar cause and wholly ineffective, except where there can be found justification, either before the Commission or in the courts.

In our report for 1894 reference is made to the petition filed with the Commission, signed by a large number of Chicago merchants, charging in effect that the railroads centering in Chicago were discriminating against them in this: that traffic within the States of Ohio, Indiana, Michigan and other states east of the State of Illinois and between all points in said states and all points in the State of Illinois, is governed by the official classification, which as a rule is a lower classification than are the Illinois or western classifications applying on local shipments, and the merchants of Chicago are thereby subjected to unjust discrimination in the classification of their shipments, in addition to the discrimination in the rates, in competition with merchants in adjoining states, and asking for such revision in our classification and schedule of rates as will place them on an equal footing with their competitors outside of the State.

Much time and consideration was given to this subject, all evidence, suggestions and arguments offered at the numerous meetings held were carefully investigated, with the result that the charges complained of were found to exist.

The inability of the contending parties to reach a satisfactory agreement necessitated on the part of the Commission the readjusting of the classification and schedule of maximum rates so as to overcome the difficulties complained of.

Realizing how much these two great contending interests have contributed to the growth, development and prosperity of the State, it was our desire to effect a solution of so difficult and complex a question upon a basis of fairness and justice to each, for no more effective method could be employed to cripple our most vital interests than to deny to the one or the other the right and power to protect itself against unreasonable demands.

In the great development of the commercial and industrial forces of the State intense competition has brought all relations into immediate touch which in itself exercises restraint upon transportation charges. If rates are low they have merely adjusted themselves to that well established principle of political economy—competition lessens value. It does not necessarily follow, however, that low rates are reasonable rates, for oftentimes the transportation charges are found to be below the actual cost of the service rendered, and rates may therefore be unreasonably low as well as unreasonably high.

The adjustment of rates is largely dependent upon local conditions which, even within the boundaries of our own commonwealth, present factors that upon investigation become very difficult of solution. The establishing of a uniform schedule of maximum rates as low as some of the rates that are naturally brought into effect by the keen competition existing among some of our important systems would be disastrous to many other railroad companies whose lines traverse our State.

The limit of the power of the Commission in reaching a determination upon this important question is that the rates prescribed in our maximum tariffs must be reasonable rates. They cannot be fixed in such a manner or on such a scale as to deprive the railroad corpora-

tion of a reasonable profit on its invested capital, while other invested capital is permitted to receive such return. Such a policy would at once involve the principle of the right to equal protection under the laws.

Competition may be looked to as a safeguard against extortionate charges and it does prove effective where not unduly restricted, but it affords no protection against discrimination which was largely the basis of the complaint brought before the Board and which it sought to remedy by a revision of the classification and schedule of rates. As our schedules now stand we believe they apply with greater equity than heretofore and have very much lessened the gravest of rate evils—discrimination.

The many intricacies of the subject and the constantly changing conditions which give rise to inequalities and injustices to both the shipper and the carrier will doubtless require from time to time such modifications as may be necessary to adjust those differences which in a greater or less degree affect the peaceful relations between the transportation companies and the people.

In our report for 1895, marking the first quarter century since the act creating a Board of Railroad and Warehouse Commissioners in Illinois became effective, we saw fit to make a historical review of the efforts of the people of the State to bring themselves into just and equitable relations with the railroad companies.

The wonderful development that has taken place in the period referred to, during which time conditions and contests involving fundamental principles, arose for determination, formed an almost inexhaustible topic for discussion.

In entering upon the subject we sought to bring out only the most salient features, showing how prodigious have been the results obtained, and incident thereto we were very forcibly impressed with the effect that has been produced by the continuous operation of some of our laws bearing upon railroad corporations.

In the determination of cases arising under the laws governing grade crossings and their equipment with safety appliances, in which the Commission acts in a quasi judicial capacity, we have been impressed with the importance of these statutes as affecting the public safety, uniformly involved, to a greater or less degree, in all grade crossings of railways. The advantages derived to the public and to the railroad companies are now so generally understood that great progress has been made in installing devices of this character.

This development has been largely voluntary, comparatively few cases having been brought before the Commission for determination.

For the information of the general public our Consulting Engineer, in his report for last year, took up the question of grade crossings and interlocking devices, discussing the practical workings of the laws, setting forth the varied conditions arising in each case, and which have a bearing in equitably adjusting the differences between the railroad companies.



Ever since these statutes have been effective, objections from time to time have been raised regarding the interpretation placed upon them by the Commission, but we are satisfied that such complaints are based wholly upon the pecuniary effects of the decision to the one company or the other, invariably the defendant in a contested case, in which the important question of the public safety has been entirely lost sight of. The apportioning of the relative cost of constructing, maintaining and operating interlocking devices, which has to be borne by the respective companies whose tracks are involved in any grade crossing, is an important matter in which all factors must be fairly considered.

The principal objections raised seem to be, first, regarding the necessity of protecting any crossing, and second, the relative benefits that will accrue to the respective companies as a result of protecting the crossing.

As to the first objection. By giving to the Commission the authority to compel the protection of grade crossings the law recognizes the fact that crossings of this character are dangerous to the public and in all contested cases before the Board the petitioner has prayed for the protection of the crossing upon the ground that public safety demands and makes it necessary. Our personal observation and investigation of the conditions existing in each case clearly demonstrated the necessity of the appliances and of the protection sought, and that the main point of contention between the companies was the expense of the appliances.

Regarding the second objection. The relative benefits that accrue to the respective companies as a result of protecting the crossing is not a matter to which the Commission can give controlling weight in the apportionment of the cost. This is a natural condition incident to the enforcement of the law but ulterior to its intent and purpose. The apportioning of the cost of construction and maintenance of these appliances is as a rule unimportant when compared with the fixed charges of operation after the plant is installed, and it is upon the division of this expense that the principle objection has been made.

An equal division of this expense seems to be the only just and equitable basis, for the reason that each company whose tracks are involved should share equally in the cost of operating appliances designed and erected at crossings for the purpose of protecting the public safety. An unequal division would imply that one company was more interested in protecting the public than the other, whereas they should be equally interested.

The laws now in force upon this subject are effective and sufficiently flexible to cover the diversified conditions found to exist. Their usefulness will become more apparent each year and with the work but fairly under way they will continue in a still greater degree to very materially aid the development of this important safeguard to life and property.

In closing this report we desire to return our thanks to your Excellency for the many courtesies shown us during our official relations. If our work has been satisfactory to your Excellency we feel gratified; if the results of our labors have been equitable and just to all interests we shall at least feel that we have accomplished something.

And now that our official family will soon be broken up we cannot refrain from returning our sincere thanks to our able, pleasant and efficient secretary, Mr. J. W. Yantis, who has done so much toward whatever success we may have achieved, and to our assistant secretary, Mr. D. R. Levy, for the honest, earnest and proficient service he has rendered us, we are profoundly grateful.

Respectfully submitted.

W. S. CANTRELL,  
THOMAS GAHAN,  
GEO. W. FITHIAN.



## FINANCIAL STATEMENT.

OFFICE FUND.		
Unexpended appropriation December 1, 1895.....		\$3,442 62
Appropriation ending June 30, 1897.....		4,000 00
Total.....		\$7,442 62
Expended—		
Secretary's salary.....	\$1,500 00	
Messenger's salary.....	720 00	
Postage.....	200 00	
Express, freight and drayage.....	179 16	
Telegraph.....	62 95	
Telephone.....	48 00	
Periodicals, stationery and supplies.....	92 13	
Ice.....	30 00	
Extra clerk hire.....	80 00	
Towel supplies.....	11 46	
Printing.....	220 05	
Total.....		3,152 69
Unexpended balance December 1, 1896.....		\$4,289 93
SUITS AND INVESTIGATIONS.		
Unexpended appropriation December 1, 1895.....		3,481 80
Appropriation for year ending June 30, 1897.....		4,000 00
Total.....		\$7,481 80
Expended—		
Suits, investigations, costs and expenses.....	\$2,239 48	
Clerk hire and stenographer's fees.....	1,549 50	
Total.....		3,788 98
Unexpended balance December 1, 1896.....		\$3,692 82
RAILROAD MAPS.		
Unexpended appropriation December 1, 1895.....		1,200 00
Appropriation for year ending June 30, 1897.....		1,200 00
Total.....		\$2,400 00
Expended—		
Rand, McNally & Co., new maps.....		1,200 00
Unexpended balance December 1, 1896.....		\$1,200 00
SCHEDULES AND CLASSIFICATIONS.		
Unexpended balance December 1, 1895.....		1,000 00
Expended—		
Mailing schedules and supplements.....		150 00
Unexpended balance December 1, 1896.....		\$850 00

*Financial Statement—Concluded.*

CONSULTING ENGINEER.	
Unexpended balance December 1, 1895.....	1,750 00
Appropriation for year ending June 30, 1897.....	3,000 00
Total .....	\$4,750 00
Expended—	
Consulting Engineer's salary.....	3,000 00
Unexpended balance December 1, 1896 .....	\$1,750 00
FURNITURE FUND.	
Unexpended balance December 1, 1895.....	500 00
Expended—	
O. W. Richardson & Co.....	\$109 13
Barkley & Lax .....	329 75
Total ....	438 88
Unexpended balance December 1, 1896.....	\$61 12

---

REPORT OF

DWIGHT C. MORGAN,

*Consulting Engineer of the Railroad and Warehouse Commission  
of Illinois.*

DECEMBER 1, 1896.

---



## REPORT OF CONSULTING ENGINEER.

---

DWIGHT, ILL., December 1, 1896.

*Hon. William S. Cantrell, Chairman; Hon. Thomas Gahan, Hon. George W. Fithian, Railroad and Warehouse Commissioners of the State of Illinois:*

GENTLEMEN:—I have the honor to submit herewith my report relating to the matters over which you have given me charge for the year ending December 1, 1896.

As has been customary each year, I accompanied the members of the Commission during last July and August on their annual tour of examination into the physical condition of the railways within the State. As a result of the inspection made, no material changes in the general character of the construction and maintenance of the roads was observed, and, therefore, you did not deem it necessary for me to report to you formally and in detail with reference to each line examined. In those instances where it has come to the knowledge of the Commission, either by personal observation or by complaint, that, through faulty construction, or lack of proper maintenance in roadway, structures and equipment, the public safety has been imperiled, in pursuance to your instructions I have investigated in detail and reported to the Board formally in all cases of this character.

In regard to the work done by the railroad companies in equipping their grade intersections of other lines with interlocking and signaling appliances, there have been constructed during the year thirteen new devices, the largest of which required ninety-five working levers concentrated in the tower to operate the outlying functions of the device. Eight plants that were built and placed in operation prior to December 1, 1895, have been reconstructed and enlarged to provide for more extensive track arrangements which it was found expedient to have controlled from the interlocking tower.

There are now constructed and in operation under authority of the Commission, one hundred and twenty-five separate installments of interlocking appliances at grade crossings and junctions and three installments for which no authority to run the crossing has been granted, for the reason that in those instances the devices are incomplete and do not afford proper protection to life and property. The details of each device will be found in the appended table of crossings equipped.

Correct plans of each plant, also correspondence relating thereto, and formal reports upon the character of the devices installed, are on file in the office of the Commission. The failure of some of the railroad companies to report changes in the arrangement of tracks or alterations in the mechanical parts of interlocking plants has occasioned some difficulty in maintaining the files in the office in perfect and accurate condition. In order to be of value for reference the plans must in each case represent the actual conditions. Although under the provisions of the permit such changes revoke the authority granted by the Commission, yet no notice has been taken of this fact and the companies have continued to run trains over the crossings without stopping until attention was called to the fact that it was illegal. I have advised the Commission of all such instances that you might enforce proper observance of the laws. Continual vigilance in this matter has been necessary, and, with one exception, has proven an effective means of requiring of the railroad

companies that the movement of trains over interlocked crossings must be legally done under seal of the Commission or the stop in accordance with the original grade crossing act must be observed.

The case to which reference is made is that of the Jacksonville, Louisville & St. Louis Railway crossing the Chicago & Alton Railroad at Jacksonville, in which the former company is responsible for certain changes made in the plant. No notice of the work was given to the Commission and only by indirect means was the nature of the alterations which had been made, ascertained. The matter was at once taken up with the General Manager of the Jacksonville, Louisville & St. Louis Railway Company, and upon receipt of full information from him I went to Jacksonville and inspected the appliance. In a formal letter I found it necessary to condemn the plant as unsafe and unfit for service. All correspondence relating thereto is on file in the office of the Commission, and in the interest of public safety trains should be required to stop at this crossing until the device shall have been remedied so as to provide suitable safety to life and property.

During the eight years since the first Interlocking Act in Illinois became effective the progress made in equipping grade crossings with safety appliances has been rapid, and in the main the work has been voluntarily done by the railroad companies, comparatively few cases having come before the Commission for adjustment.

The development in interlocking, particularly in the last four years, can be more readily seen by comparing it with the preceding period of four years as deduced from the appended table of devices now in service. From 1889 to 1893 there had been installed at grade crossings in Illinois sixty-five plants, with a total of one thousand and fifty-seven working levers. From 1893 to 1897, sixty-three new plants have been added to the equipment, with a total of two thousand and eighteen working levers.

The two periods do not differ materially in the number of plants that have been erected, but with regard to the number of levers that have been required, it shows that the average working capacity of the machines has increased during the last four years just two fold. Several important factors have been productive of this result. First, experience and increasing knowledge of the usefulness of the appliances has shown that broader and more complete applications enable greater safety and facility in handling traffic; and, second, the amount of work performed by each lever has been decreased; more levers and lighter work to be performed by them gives a higher degree of efficiency, adds to the life of the machine, and is therefore more economical in the long run.

The one hundred and twenty-eight installments now in service, representing three thousand and seventy-five working levers, is a gratifying record of work already done, but when the great number of unprotected grade crossings within the State is taken into consideration, and it is assumed that interlocking affords the most practical solution for overcoming the evils of intersections at the same level, then the task is but fairly undertaken.

In the period of the construction of interlocking devices in Illinois, to which reference has been made, mention should also be made of the wonderful development in the character of the devices employed. The railroad companies have been prompt in availing themselves of all improvements that afford a higher degree of safety and efficiency, likewise the State has made them obligatory, and to-day the standard appliances for protecting grade crossings as required under rules of the Commission governing their construction, calls for the highest type of device that can at this time be produced from years of experience and study in designing and constructing signaling appliances.

The frequent alterations and betterments in the mechanism of the devices, and more advanced ideas in the methods of signaling trains, has necessitated from time to time modifications and amendments to the interlocking rules of the Commission in order to take advantage of more modern appliances and conform more closely to modern practice in the art of signaling. Many

examples of improvement in the character of the devices and manner of signaling train movements might be given. One or two illustrations will, however, serve to show the radical change which has taken place.

Among the first of the mechanical appliances installed in the State was the "Hambay" wheel machine. Grouped in the tower a system of interlocked wheels, similar in size and appearance to the ordinary pilot wheel, were manipulated by the towerman to operate the outlying functions of the device. This arrangement was soon followed by the "horizontal" lever machine, in which the movement of the levers through an arc of 180 degrees operated the functions. Later development placed the levers, when home, nearly upright, or perpendicular, and by modifications in the lead out and other details and the adoption of pipe in place of wire connections, the arc of lever motion was reduced to about 25 degrees. Through this arrangement the mechanism is simplified, the space required for the machine condensed, and the facility with which the device can be operated greatly improved upon. This has become the standard design for mechanical machines.

The system of signals employed in governing train movements has, like the devices themselves, been evolved. Where four or five routes diverged from or near a common point, it was customary to place on the main mast a signal to represent and govern each of the routes, the top or highest signal displayed always governing the main line track. As many as five signals on one mast were not uncommon.

In modern practice this has been entirely done away with, and only in special cases can there be found justification for more than two signals being displayed from a single mast. The reasons for this modification are, first, all movements into diverging routes are slow, consequently they are not attended with great danger; and, second, in plants where the track arrangements are complicated the towerman must be advised by the trainmen of the particular route desired, and, this being the custom where switching movements are made, the lower and second signal covers all the necessities.

It can be seen from these illustrations that, in order to properly perform the function of supervision by the State, the Rules and Requirements of the Commission must conform to those methods which represent advancement both in the character of the devices and the manner in which they find the highest standard of application.

With this end in view, in conjunction with a committee representing the railroads, of which Mr. John F. Wallace, chief engineer of the Illinois Central Railroad, was chairman, the rules were revised and submitted to the Commission for approval. Since their adoption, November 1, 1893, no controversies regarding a proper interpretation of their meaning have arisen. Every reasonable precaution which it was found would add to the safety of the appliances is provided for, and the rules now governing interlocking work have been uniformly enforced in all instances.

While some hardships to the railroad companies have doubtless resulted from a uniform enforcement of the rules, yet I believe that, as a whole, it has been productive of a higher standard of work. In most cases, however, the ready compliance of the companies to the provisions now in effect and to any suggestions on the part of the State which seemed to be of mutual advantage, has indicated very clearly that the main object sought is to have the devices designed and constructed in accordance with the best practice, that they may give adequate protection to life and property and afford a greater degree of facility in the operation of the roads.

Although conforming to modern practice in interlocking work, the present rules of the Commission do not represent a permanent standard or a final determination in the scope of State supervision. The constantly changing conditions will, through experience, skill and ingenuity, continue to advance this partially developed and highly important branch of modern railroading, and only by constant and careful observation of the inequalities arising from the practical workings of the laws and rules can the most beneficial results be attained.



Thus far it may be said that the eight years of State supervision of grade crossings and their protection with interlocking and signaling appliances, as provided under the existing statutes, has been a period of organization and adaptation. Close investigation of the rapidly changing condition in the appliances and methods employed has been essential that the benefits which it is intended should flow from the statutory provisions, might not be impaired by unreasonable regulations.

The progress made offers sufficient evidence of the wisdom of the law from which it seems clear that, so far as they are now applicable, the various conditions arising for consideration may be equitably adjusted. The immediate effect of increasing the factors of safety at grade crossings has been of great value and importance both to the public and the railroad companies, but the points from which advantages are now derived do not cover the entire field over which it seems to me to be expedient that the State should exercise control, or has the results already attained been altogether unattended by elements of evil.

The most important matter which has come under my observation during the last four years and to which I desire to call your attention as affecting the public safety does not now come clearly within the purview of the existing grade crossing laws.

In the city of Chicago especially, and in other cities throughout the State the numerous crossings of street railways with steam railroads have proven a most fruitful source of accidents involving both loss of life and damage to property.

Of the perils attending travel on railways in this commonwealth there are none, which in my apprehension, are as serious both in their character and extent as the one here pointed out.

Impossible to anticipate the remarkable development that has taken place in street railway transportation facilities or the revolution in the character of power employed, it may be said that the conditions now existing have crept in almost unawares. Later frequent casualties have emphasized the imminent danger so necessary of remedy.

No clearly defined authority is now reposed in the commission which enables it to regulate the manner in which the intersection of a street railway and a steam railroad shall be made or the appliances which shall be installed to provide safety to the public.

Street car companies derive their revenues almost exclusively from the conduct of passenger business, but in reaching out and connecting communities it is not altogether improbable that the future will see them engaged, to some extent at least, in general transportation business. The United States mails are already handled upon their lines, and there seems no good reason why they should not also be amendable to laws designed to protect the public welfare.

Whatever development may take place in time to come, the first and imperative duty incumbent upon them is to provide for the protection of life against danger from whatever source and if voluntary methods are not adopted it is the prerogative of the State to enact such measures as will require that safeguards shall be provided.

Some very dangerous crossings of this character in the city of Chicago have been equipped with safety appliances, but this has been voluntarily done, in which the State has performed no function and nearly the entire burden of the cost has fallen upon the companies whose lines are operated by steam as a motive power, the street car companies not having shown a willingness to share equitably in the expense.

Being creatures of special ordinances in cities it has been maintained that their traffic is a part of the traffic of a public highway for which the railroad company whose line intersects the street must provide the measure of safety. On the other hand street railway companies are incorporated under the general law and are in the true sense public carriers.



There is a difference of opinion regarding the legal status of crossings of this character that will not find crystallization so long as no authority is clearly implied in the law. Although it was held by the board in the case of the Chicago & Alton Railroad vs. Alton Railway and Illuminating Company, that the jurisdiction of the commission extended over crossings of this character, it cannot be relied upon that the precedent set in this case will work out the necessary reforms until tested by the courts. In any event and so long as the laws stand as now, it is not likely that an exercise of authority by the commission will be carried to a point where the results so necessary to the public welfare will be attained, or is it probable that upon the present inequitable basis in the apportionment of the expense involved, that voluntary progress will be rapid.

Without questioning the decision of the commission in this case it nevertheless seems desirable that the statutes should be amended so as to read clear and precise, leaving no ground upon which the jurisdiction of the commission can be made the subject for review by the courts.

The lamentable record of fatal accidents at intersection of steam and street railways admonishes the necessity of a wider scope in the grade crossing laws of the State that the introduction of effective safeguards may not be delayed and that in all cases an equitable adjustment of the items of expense may be insured.

By so doing the State of Illinois will not set a precedent, but will follow in the footsteps of some of the older commonwealths already deriving benefits from regulations of this character, which our development at this time justifies and a progressive spirit must inspire.

The other matters to which I desire to call your attention are capable of being remedied by amendment to the rules and requirements of the Commission.

As now in force the rules governing the construction of interlocking devices at grade crossings afford to the railroad companies a basis and guide to the measure of protection to be provided, the character of the construction and the standard of workmanship that is necessary to obtain authority to operate the plant.

When the device is examined it is new, perfect in all its adjustments and parts and affords the protection required by statute. The authority sought to run the crossing is granted under seal of the Commission and therein ends the function of State until the system, as provided by statute, "shall, by experience, prove to be unsafe or impracticable."

The highly important feature of maintaining these devices in safe operating condition is left to the railroad companies. In the majority of cases the natural interest manifested by them can be relied upon, but not in all, and on numerous occasions I have taken exception to the low standard of maintenance observed on some of the roads, which can only be ascertained by personal investigation.

The maintaining of these appliances in sound condition and good adjustment regulates the degree of safety with which they may be operated.

Were the provisions of the permit regarding the speed of trains over equipped crossings conformed to, less danger in poorly maintained plants would exist, but the rapid speed of trains over such crossings increases the dangers found in plants maintained at a low standard and introduces at all interlocked crossings new dangers which must be remedied.

It has recently been demonstrated on some important lines that the location of the derailling point three hundred feet from the crossing is not sufficient for high speed routes, as the term "high speed" is interpreted by engineers. Heavy passenger and freight trains have been derailed three hundred feet from the crossing, and the resistance offered by the derailment has not been sufficient to overcome the momentum of the train until it had mounted the tracks of the opposing line. Such conditions could not exist if trains approached "under control," as provided in the permit, but the impossibility of enforcing slower movements renders the theory that three hun-

dred feet is sufficient, quite unsuitable in practice, and as the conditions incident to practice should be the governing element in establishing safeguards, an amendment to the rules of the Commission requiring derails on high speed routes of important lines to be placed not less than four hundred feet from the crossing would provide a higher degree of safety, and this amendment is recommended.

A change in the rules to this effect should not be retroactive as affecting plants now in service or those which shall, in the future, be reconstructed and enlarged, unless it shall be voluntarily done. This is necessary in order that no undue hardships may be inflicted upon the railroad companies, for, as a rule, they are prompt in adopting, for their own protection, such measures as the necessities require.

At the present time no special reports are filed with the Commission regarding interlocking devices that are now in service. I believe the filing of monthly statements relative to the condition of each plant, accidents resulting from failures in the apparatus and a record of derailments that take place, would enable the Board to better judge of the fitness of each appliance that is in operation under authority of the Commission and keep in closer touch with the standard of maintenance observed, which, as the development takes place, will become very essential to the best results. The records kept by the railroad companies contain all this information, and if proper forms were sent out it would occasion but very little trouble and expense to them to conform to a ruling to this effect.

The increasing knowledge of the importance of signaling appliances as producing safety, facility and economy, has given place to a new department in railroading that has rapidly risen in importance and which today form an indispensable feature to perfect and complete organization.

The creating of the Signal Department in charge of experts whose knowledge of the details of the various appliances and ability to provide methods that will overcome unsafe conditions and afford greater efficiency and economy has been largely instrumental in developing the policy of many of the railroad companies to more effectively and completely equip their lines with signals.

This department has also been of incalculable advantage in regard to the character of the devices installed, their proper maintenance and the enforcement of discipline among employes intrusted with the immediate operation of the devices.

The detailed information in the possession of these experts and their continual observation of the capabilities of signaling appliances has had largely to do with the high standard of perfection that has been attained through their recommendations for the adoption of all improvements that have increased the factors of safety and produced economies.

The authority given to Signal Engineers on the several roads varies as do the policies of the companies but in general, greater weight and recognition is gradually being given to the functions performed by this department. As progress is made the important duties of the Signal Department will lead to still greater development in signal work. This is foretold by the progressive spirit manifested in the past and which in the future can be guided to a still higher plane by the good judgment of those intrusted with the work.

Many important matters in signaling are not yet determined upon as affording the best results. Standards of construction are not uniform; night signals are not uniform in the system of colors employed; the distant signal offers some objectionable features, also many questions of detail are all matters for consideration.

An exchange of ideas on these important features of signaling will doubtless in time work out the most feasible solution to those which seem to perplex, and to this end the organization in the city of Chicago of the Railway Signaling Club, credit must be given for its efforts towards adopting standards of construction and greater uniformity in signal practice.

A great field is open to the deliberations of the members of this organization and it is to be hoped that with a complete knowledge of signaling appliances, of those safeguards that are essential to the proper protection of life and property, and of the economies which can be attained by the careful consideration of all factors, will lead to the adoption of such methods and standards as represent the highest degree of efficiency.

In conclusion, those elements which are conducive of the best results must obtain. Higher standards in construction, a more perfect system of maintenance and a wider field in the application of the devices, for which the foundation has but just been laid, should receive every encouragement that is productive of advancement in the art of signaling and to this end the exercise of the function performed by State may be made highly useful and important by means of which the spirit of progress may be fostered and assistance offered to the attainment of those results of the future so apparent and necessary to the proper protection of life and property and to true economy in the operation of railways.

DWIGHT C. MORGAN.

*Consulting Engineer.*

## CROSSINGS EQUIPPED WITH INTERLOCKING SIGNALING DEVICES.

Location.	Crossing of	Date of Issue of Permit.	No. of working levers.....	Total lever capacity.....	By Whom Erected.	Remarks.
Turner Junction.....	E. J. & E. C. & N. W.	February 27, 1880	4	4	Union S. & S. Co	Wheel machine
Joliet.....	E. J. & E. Mich. Cent.	27, 1880	10	10	"	"
Rockford.....	C. & I. Ill. Cent.	"	12	12	"	"
Mazon Bridge.....	C. & A. E. J. & E.	27, 1880	18	18	"	"
Washington H.....	C. St. L. & P. C. R. I. & P.	"	10	10	"	"
Peru.....	C. R. I. & P. C. B. & Q.	April 16, 1880	4	4	"	Wheel machine
Hedgewisch.....	Mich. Cent. S. C. & S.	May 3, 1880	4	4	"	"
Harrington.....	C. & N. W. E. J. & E.	September 19, 1880	13	13	"	"
Clybourn Junction.....	C. & N. W. C. M. & St. P.	January 3, 1890	32	32	"	"
Grayland.....	C. & N. W. C. M. & St. P.	"	10	10	"	"
Leitchton.....	C. & N. W. C. M. & St. P.	"	10	10	"	"
Coal City.....	Wis. Cent. E. J. & E.	"	6	6	"	"
Blue Island.....	E. J. & E. C. & A. C. S. F. & C.	17, 1890	9	9	National S. & S. Co.	"
Johnson.....	C. & T. C. & Q. T.	20, 1890	7	7	Union S. & S. Co	"
Summit.....	C. & T. Wabash.	20, 1890	6	6	"	"
Colon.....	C. R. I. & P. C. B. & Q.	27, 1890	6	6	"	"
Summit.....	C. & C. T. C. & A.	2, 1890	6	6	"	"
Dwight.....	C. & A. I. I. & I.	17, 1890	36	36	"	"
Bridgeport.....	C. & A. A. T. & S. F. Ill. Cent.	23, 1890	16	16	"	"
Gardner.....	C. & A. K. & S.	21, 1890	6	6	"	"
Galva.....	C. & B. Q. R. I. & P.	May 21, 1890	16	16	"	"
Jacksonville Junction.....	C. & A. J. S. E.	November 7, 1890	7	7	"	"
Tower Hill.....	C. C. C. & St. L. O. & M.	December 2, 1890	12	12	"	"
South Englewood.....	C. R. I. & P. Junction.	February 11, 1891	51	51	"	"
North Junction.....	Two divisions of the C. M. & St. P.	March 2, 1891	17	17	"	"
Calumet River.....	Draw bridge, Mich. Cent.	May 3, 1891	7	7	"	"
Glen Carbon.....	St. L. & E. T. St. L. & K. C.	July 10, 1891	6	6	"	"
61st St., Englewood.....	Junction of C. R. I. & P. L. S. & M. S.	September 7, 1891	11	11	Lake Shore & M. S.	"
St. Aurora.....	E. J. & E. C. B. & Q.	October 7, 1891	20	20	Union S. & S. Co	"
Ottawa.....	C. R. I. & P. C. B. & Q.	November 9, 1891	18	18	"	"
Waukegan.....	C. & N. W. E. J. & E.	"	15	15	"	"
Haythorne.....	C. & W. I. Ill. Cent.	February 25, 1892	25	25	Johnson R. R. S. Co.	"
Chicago, 40th st.....	C. R. I. & P. L. S. & M. S. — U. S. V. T. Co.	May 2, 1892	44	44	Union S. & S. Co	"
Thornton Junction.....	C. & E. I. C. & G. T.	June 15, 1892	15	15	"	"
Taylorville.....	Wabash. O. & M.	"	7	7	"	"
Calumet River.....	C. & E. I. draw bridge.	30, 1892	17	17	"	"
Kansas.....	C. C. C. & St. L. C. & O. R.	September 13, 1892	17	17	C. C. C. & St. L. Ry.	"





# Crossings Equipped with Interlocking Signaling Devices—Concluded.

Location.	Crossing of	Date of issue of Permit.	No. of working levers	Total lever capacity.	By Whom Erected.	Remarks.
McCook.....	A. T. & S. F.—C. & N. P.	May 26, 1894	10	16	Union S. & S. Co.	New.
78th st., Chicago.....	C. R. I. & P.—C. & W. I.	August 9, 1894	54	60	"	Remodeled.
Nashville.....	L. & N.—C. & W. I.	29, 1894	8	12	"	New.
Calumet Park.....	(C. & C. T. & St. L.—Mich. Cent.)	October 6, 1894	22	28	"	"
State Line.....	(C. & W. I.—Wabash)	"	16	16	"	"
Granite City.....	(C. & Erie—L. N. A. & C.)	November 22, 1894	62	68	Johnson R. R. S. Co.	"
Salem.....	(Wabash—St. L. M. & St. L.)	November 14, 1894	10	12	"	"
Allambrain.....	(C. & A.—C. C. & St. L.)	March 27, 1895	6	8	National S. & S. Co.	"
Calumet River.....	(St. L. & E. T.—St. L. & K. C.)	May 16, 1895	8	12	P. Ft. W. & C.	"
Mt. Vernon.....	(C. & P. & E.—L. E. & St. L.—L. & N.)	June 21, 1895	24	24	Johnson R. R. S. Co.	"
Kimberly.....	(C. & P. & E.—Ill. Cent.)	July 8, 1895	41	41	"	"
Pevery Junction.....	(B. & O.—P. C. C. & St. L.—C. R. I. & P.)	"	49	52	P. C. C. & St. L.	Remodeled.
Kensington.....	(Ill. Cent.—C. & E. I.)	"	6	6	Union S. & S. Co.	New.
Milan.....	(R. I. & P.—Draw Bridge)	"	12	12	"	"
Litchfield.....	(C. & P. & St. L.—Wabash)	August 23, 1895	10	12	"	"
Ash, st., Chicago.....	(A. T. & S. F.—Ill. Cent.—U. S. Y. Co.—C. & N. P.)	August 28, 1895	68	68	"	Reconstructed.
Rockwell st., Chicago.....	(P. C. C. & St. L.)	September 4, 1895	25	25	"	New.
Robey st., Chicago.....	(C. & N. W. diverging lines)	25, 1895	25	32	National S. & S. Co.	"
Marshallfield av., Chicago.....	(Met. W. S. Elevated diverging lines)	October 8, 1895	54	60	"	"
Canal st., Chicago.....	"	"	58	64	"	"
Ford st., Chicago.....	(C. & W. I.—E. C.)	"	32	40	Union S. & S. Co.	"
Springfield.....	(Ill. Cent. diverging lines)	29, 1895	10	12	National S. & S. Co.	Remodeled.
67th st., Chicago.....	(Ill. Cent.—Mich. Cent.)	November 7, 1895	96	96	"	"
43d st., Chicago.....	(Ill. Cent.—C. & T.)	"	78	80	"	New.
Carbondale.....	(Ill. Cent.—C. P. & St. L.—B. & O. S-W)	December 21, 1895	28	32	"	"
Springfield.....	(Ill. Cent.—C. P. & M.)	"	15, 1896	16	Johnson R. R. S. Co.	Remodeled.
St. Elmo.....	(Vandalia—C. P. & W.)	January 18, 1896	20	20	Union S. & S. Co.	New.
Franklin Park.....	(C. & M. & St. P.—Wis. Cent.)	"	33	36	National S. & S. Co.	"
West 46th st., Chicago.....	(Ill. Cent.—L. E. & W.)	"	60	60	Union	"
Paxton.....	(C. & N. P.—C. C. & St. L.—C. & G. T.)	February 13, 1896	36	36	"	Remodeled.
49th st., Chicago.....	(Wabash—C. P. & St. L.—J. L. & St. L.—St. L. & E.)	"	24	25	"	New.
Litchfield.....	(Vandalia—P. D. & E.)	March 31, 1896	24	24	"	"

Riverdale.....	Ill. Cent.—P. C. C. & St. L.—C. & C. T.	May	15, 1896.....	70	120 Union S. & S. Co.....	New.....
Peoria Junction.....	L. E. & W.—P. & P. U.	June	30, 1896.....	25	28 National S. & S. Co.....	..
Calumet Draw.....	L. E. & W.—P. & P. U.	July	18, 1896.....	8	8 Union S. & S. Co.....	..
Peoria.....	L. E. & W.—P. T.—Draw Bridge.	..	27, 1896.....	30	32 National S. & S. Co.....	Remodeled
Shaulding.....	C. & N.—St. P.—E. J. & E.	October	10, 1896.....	12	16 Union S. & S. Co.....	..
Fox River.....	C. & N.—W. C. M. & St. P.	November	4, 1896.....	20	20 ..	..
St. Anne.....	C. & E. I.—C. C. & St. L.	..	4, 1896.....	29	18 Taylor Signal Co.....	New—Electric.
Edgewood.....	Ill. Cent.—B. & O. S. W.—C. & W. I.	December	15, 1896.....	18	144 Union S. & S. Co.....	Remodeled
Burnside.....	Ill. Cent.—C. R. I. & P.—C. & W. I.	..	15, 1896.....	95	..	..
Alton.....	C. & A.—C. C. & St. L.—A. T.	..	15, 1896.....	15	24 ..	..





---

# TABLES.

---



## TABULATED STATISTICS.

Attention is called to the following statistical tables, which give information on the following subjects, to-wit:

---

Table	I.....	Classification of Railroads and Mileage.....
Table	II.....	Railway Capital at the Close of the Year ending June 30, 1895.....
Table	III.....	Income Account, Entire Line.....
Table	IV.....	Earnings and Income in Illinois.....
Table	V.....	General Expenditures in Illinois.....
Table	VI.....	Passenger and Freight Traffic in Illinois.....
Table	VII.....	Classified Freight Traffic in Illinois.....
Table	VIII.....	Employes and Salaries in Illinois, Entire Line.....
Table	IX.....	Average Daily Compensation of Employes in Illinois.....
Table	X.....	Description of Equipment, Entire Line.....
Table	XI.....	Rails, Ties, Ballast, Bridges, etc., in Illinois.....
Table	XII.....	Consumption of Fuel by Locomotives in Illinois.....
Table	XIII.....	Accidents in Illinois.....
Table	XIV.....	Taxes paid in Illinois in 1894, 1895 and 1896.....

---



---

# COMPARATIVE TABLES.

---

I TO XIV INCLUSIVE.

---



## "A."

TABLE I. CLASSIFICATION OF RAILROADS AND MILEAGE.

The railroad mileage in this State on June 30, 1896, was as follows:

	Miles.	Miles.
Main line and branches.....	10,544.21	
Second, third, fourth and additional tracks.....	1,395.13	
Yard tracks, sidings, etc.....	3,985.60	
Total .....		15,924.94

## "B."

The following is a comparison with the mileage for the year ending June 30, 1895:

	Main Line.	Second, third and fourth tracks.	Sidings, etc.	Total.
1895.....	10,471.93	1,364.17	3,806.75	15,642.85
1896.....	10,544.21	1,395.13	3,985.60	15,924.94
Increase.....	72.28	30.96	178.85	282.09
Per cent. of increase.....	.69	2.29	4.69	2.56

Illinois still leads all the states in the Union in the total railway constructed and in operation, having 10,544.21 miles—19.02 miles of road per 100 square miles of territory and 36.4 miles of road per 10,000 inhabitants.

TABLE II. RAILWAY CAPITAL AT THE CLOSE OF THE YEAR ENDED JUNE 30, 1896.

The railway capital of the roads doing business in the State of Illinois is as follows:

Capital stock.....	\$1,215,850,289	
Funded debt.....	1,356,779,248	
Current liabilities.....	96,444,605	
Total.....		\$2,669,164,142
Capital stock per mile of road.....	\$30,659	
Funded debt per mile of road.....	34,463	
Current liabilities per mile of road.....	2,434	
Total .....		\$67,556

An examination of this table shows that the proportion of capital stock to the total railway capital is 45.55 per cent., the proportion of funded debt to total railway capital is 50.83 per cent., and the proportion of current liabilities to the total railway capital is 3.62 per cent.

The increase in total railway capital as compared with last year is \$403,-460,973

This extraordinary increase is due to the fact that the A., T. & S. F. R. R. Co. has this year shown the capital stock for its entire line (\$395,967,517) as compared with amount shown for lines in Illinois last year (\$51,839,959).

TABLE III. INCOME ACCOUNT—ENTIRE LINE.

The following statistics are gathered from this table:

Gross earnings from operations.....	\$314,249,987
Operating expenses.....	207,615,648
Income from operation.....	106,634,339
Total income from other sources.....	13,849,737
Total income.....	120,484,076
Expenses assignable to fixed charges.....	91,441,477
Net income (50 roads).....	29,042,599
Net deficit (30 roads).....	3,118,362

Nineteen operating and five leased or subsidiary lines paid dividends during the year amounting to \$22,409,418.

In 1895 sixteen operating and nine leased or subsidiary lines paid dividends amounting to \$22,462,176.

The dividends during the year ending June 30, 1896, show a decrease of \$52,758, or 0.24 per cent.

Name of Company.	1895.	Percent. on Com- mon Stock	Percent. on Pref. Stock.
Belt Railway of Chicago.....	\$18,000	1.5	.....
Chicago & Alton.....	1,778,446	8	8
Joliet & Chicago.....	105,000	7	.....
Chicago & Eastern Illinois.....	289,842	.....	6
Chicago & Western Indiana.....	375,000	7.5	.....
Chicago & Northwestern.....	3,125,546	4	7
Chicago, Burlington & Quincy.....	3,485,115	1 @ 1 <sup>1</sup> / <sub>4</sub> and 3 @ 1	.....
Chicago, Milwaukee & St. Paul.....	1,369,989	1	3.5
Chicago, Rock Island & Pacific.....	1,153,895	2 <sup>1</sup> / <sub>2</sub>	.....
Peoria & Bureau Valley.....	120,000	8	.....
Cleveland, Cincinnati, Chicago & St. Louis.....	500,000	.....	5
Illinois Central.....	2,500,000	5	.....
Lake Erie & Western.....	592,000	.....	5
Lake Shore & Michigan Southern.....	3,021,340	6	10
LaSalle & Bureau County.....	2,500	5	.....
Michigan Central.....	749,524	4	.....
Joliet & Northern Indiana.....	24,000	8	.....
St. Louis & Cairo.....	16,250	1 <sup>1</sup> / <sub>4</sub>	.....
Pittsburgh, Ft. Wayne & Chicago.....	2,701,838	7	7
Pittsburgh, Cincinnati, Chicago & St. Louis.....	1,937	.....	13
Rock Island & Peoria.....	75,000	5	.....
Belleville & Southern Illinois.....	95,625	.....	7 <sup>1</sup> / <sub>2</sub>
St. Louis Southern.....	13,800	3	.....
St. Louis Bridge.....	239,400	.....	6 and 3
St. Louis, Vandalia & Terre Haute.....	108,129	.....	7
Total.....	\$22,462,176	.....	.....



Name of Company.	1896.	Per cent. on Common Stock.	Per cent. on Preferred Stock.
Belt Railway of Chicago.....	\$54,000	4½	.....
Chicago & Alton.....	1,778,448	8	8
Chicago & Eastern Illinois.....	289,842	.....	6
Chicago & Western Indiana.....	300,000	6	.....
Chicago & Northwestern.....	3,517,058	7	5
Chicago, Burlington & Quincy.....	3,280,169	4	.....
Chicago, Milwaukee & St. Paul.....	3,227,131	7	3
Chicago, Rock Island & Pacific.....	923,116	2	.....
Peoria & Bureau Valley.....	120,000	8	.....
Cleveland, Cincinnati, Chicago & St. Louis.....	500,000	5	.....
Illinois Central.....	2,562,500	.....	5
Indiana, Decatur & Western.....	13,680	1½	.....
Lake Erie & Western.....	592,000	.....	5
Lake Shore & Michigan Southern.....	53,350	.....	10
LaSalle & Bureau County.....	2,967,990	6	.....
Michigan Central.....	3,000	6	.....
Joliet & Northern Indiana.....	749,520	4	.....
Mobile & Ohio.....	24,000	8	.....
St. Louis & Cairo.....	250,000	.....	5
Peoria & Pekin Union.....	13,000	.....	.....
Pittsburg, Cincinnati, Chicago & St. Louis.....	60,000	6	.....
Rock Island & Peoria.....	455,456	.....	2
St. Louis, Alton & Terre Haute.....	150,000	5	.....
Belleville & Southern Illinois.....	39,046	1½	.....
St. Louis Bridge.....	138,643	.....	19
St. Louis, Vandalia & Terre Haute.....	239,400	.....	6 and 3
St. Louis, Vandalia & Terre Haute.....	108,123	.....	7
Total.....	\$22,409,418		

TABLE IV. EARNINGS AND INCOME IN ILLINOIS.

The earnings and income in Illinois are shown in the following:

Passenger department—		
Passenger revenue.....	\$17,921,740	
Mails.....	2,340,451	
Express and extra baggage.....	1,620,263	
Total, including miscellaneous.....		\$22,558,517
Freight department—		
Freight revenue.....	\$49,598,893	
Total, including miscellaneous.....		49,771,234
Other earnings from operation.....		5,828,999
Total earnings from operation.....		\$78,158,750
Income from property owned but not operated.....		5,287,914
Total earnings and income.....		\$83,446,664

The following additional facts are shown in this table:

Revenue per passenger per mile, cents.....	2.365
Passenger earnings per train mile, dollars and cents.....	\$8.06614
Proportion of passenger earnings to total earnings, per cent.....	28.25
Revenue per ton of freight per mile, cents.....	1.248
Freight earnings per train mile, dollars and cents.....	\$1.59212
Proportion of freight earnings to total earnings, per cent.....	64.68
Total earnings per train mile, dollars and cents.....	\$1.16527
Proportion of total earnings to total income, per cent.....	93.66
Proportion of income from property owned but not operated to total income, per cent.....	6.34

In arriving at the above averages, per cents., etc., only those roads which have made complete detailed reports are taken into consideration.

In the passenger department these figures show an increase over those of last year of \$1,353,587 or 8.05 per cent.; an increase in the receipts of mails of \$279,639 or 13.58 per cent.; an increase in the receipts from express and extra baggage of \$53,789 or 3.43 per cent.

In the freight department there is an increase of \$4,527,289 or 10.01 per cent.

The receipts from miscellaneous sources of operation show an increase of \$1,829,665 or 46.21 per cent.

The total earnings from operation show an increase over those of last year of \$8,259,648 or 11.81 per cent., and the total earnings on income show an increase over last year of \$7,183,085 or 9.42 per cent.

Year.	Passenger.	Freight.
1893.....	\$23,136,095 00	\$52,312,074 00
1894.....	25,914,078 00	42,572,404 00
1895.....	20,695,823 00	45,248,945 00
1896.....	22,558,517 00	49,771,234 00

TABLE V. GENERAL EXPENDITURES IN ILLINOIS.

The total expenditures for the year in Illinois were \$73,939,483, divided as follows: Operating expenses, \$49,524,677, or 66.89 per cent. of the total, and fixed charges, \$24,414,806, or 33.11 per cent. of the total.

The operating expenses for the year are divided as follows:

	Amount.	Per cent. of total operating expenses.
Maintenance of way and structure .....	\$10,062,233 74	20.32
Maintenance of equipment .....	7,311,785 97	14.74
Conducting transportation .....	29,595,681 80	59.78
General expenses .....	2,554,975 54	5.16
Total .....	\$49,524,677 05	100.00

Proportion of operating expenses to operating income is 63.11 per cent.

These figures show an increase over amount of operating expenses of last year of \$1,333,119 or 2.61 per cent.

The following is a comparison of the operating expenses in Illinois for the last four years.

1893.....	\$55,210,762 00
1894.....	47,871,981 00
1895.....	48,191,558 00
1896.....	49,524,677 05

The fixed charges are divided as follows.

Interest.....	\$15,011,658
Rents.....	3,026,653
Taxes.....	4,214,389
Miscellaneous.....	2,162,106
Total.....	\$24,414,806

TABLE VI. PASSENGER AND FREIGHT TRAFFIC IN FREIGHT.

The table shows the following:

Passenger traffic—		
Number of passengers carried earning revenue.....	65,304,964	
Number of passengers carried one mile.....	1,000,341,353	
Average distance carried, miles.....	24.59	
Average amount received from each passenger, cents.....	.50913	
Passenger earnings per mile of road.....	\$2,122	
Freight traffic—		
Number of tons carried earning revenue.....	63,776,151	
Number of tons carried one mile.....	7,474,397,684	
Average distance haul of one ton, miles.....	116.59	
Average amount received for each ton, cents.....	.78041	
Freight earnings per mile of road.....	\$4,684	
Gross earnings from operation per mile of road.....	\$6,806	
Expenses per mile of road.....	4,638	
Net earnings per mile of road.....	\$2,168	

Comparative summary of passenger and freight service for the year ending June 30, 1896, and June 30, 1895.

Item.	1896.	1895.	Increase,	Decrease.
Passengers carried.....	65,304,964	63,485,413	1,819,551	
Passengers carried one mile.....	1,000,341,353	953,737,137	46,604,216	
Passengers carried one mile per mile of line.....	94,873	91,079	3,794	
Tons carried.....	63,776,151	61,846,106	1,929,985	
Tons carried one mile.....	7,474,397,684	6,701,563,851	772,833,833	
Tons carried one mile per mile of line.....	708,877	639,955	68,922	
Passenger train mileage.....	29,420,634	21,011,176	8,409,458	
Average number of passengers in train.....	34	45		11
Average journey per passenger, miles.....	24.59	25.99		1.40
Freight train mileage.....	38,959,466	29,585,857	8,373,609	
Average number of tons in train.....	189	226		37
Average haul per ton, miles.....	116.59	75.85	40.74	

Comparative summary of results deducted from Tables IV, V and VI for the years ending June 30, 1896, 1895, 1894, 1893.

Item.	1896.	1895.	1894.	1893.
Revenue per passenger per mile, cents.....	2.365	2.263	2.312	2.409
Revenue per ton of freight per mile, cents.....	1.248	1.222	1.213	.931
Revenue per train mile, passenger train, cents.....	\$0.614	78.854	89,044	94,864
Revenue per train mile, freight train, dollars and cents.....	1.59,212	1.52,003	1.46,292	1.61,000
Revenue per train mile, all trains, dollars and cents....	1.16,527	1.19,999	1.22,412	1.35,468
Percentage of operating expenses to operating income.....	63.11	68.94	78.04	66.56

TABLE VII. CLASSIFIED FREIGHT TRAFFIC IN ILLINOIS.

This table shows that the railroads carried in Illinois during the year 1896, 66,167,670 tons of freight:

	1895. Tons.	1896. Tons.
Products of agriculture.....	10,654,097	10,811,439
Products of animals.....	4,654,422	4,087,268
Products of mines.....	20,501,250	21,314,383
Lumber.....	6,971,957	3,641,783
Merchandise.....	3,633,217	3,138,597
Ice.....	615,663	673,640
Miscellaneous.....	12,185,646	15,016,194
Manufactures.....	3,622,271	7,484,146
Total.....	62,838,523	66,167,670

The above is a classified comparison of the tonnage for the years 1895 and 1896.

TABLE VIII. EMPLOYES AND SALARIES IN ILLINOIS AND ENTIRE LINE.

The total number of employes in Illinois for the year, as shown by this table, was 72,246, or about 7 employes per mile of road, and their aggregate annual salary was \$40,762,247.20.

The following table shows the division of employes:

General officers.....	471
General office clerks.....	2,915
Station agents.....	2,631
Other station men.....	9,750
Enginemen.....	3,115
Firemen.....	3,303
Conductors.....	2,124
Other trainmen.....	4,419
Machinists.....	2,854
Carpenters.....	3,410
Other shopmen.....	8,587
Section foremen.....	2,274
Other trackmen.....	12,008
Switchmen, flagmen and watchmen.....	5,508
Telegraph operators and dispatchers.....	1,844
Employes, account floating equipment.....	50
All other employes and laborers.....	6,893
Total.....	72,246

On the entire lines of the roads reporting to this Commission, as shown by this table, there were 226,275 employes during the year, and their aggregate annual salary was \$121,885,584.01.

TABLE IX. AVERAGE DAILY COMPENSATION OF EMPLOYEES IN ILLINOIS.

The highest and the lowest average daily compensation of the different classes of employes, as taken from the table, is shown in the following:

	Highest daily com- pensation.	Lowest daily com- pensation.
General officers.....	\$39 80	\$1 20
General office clerks.....	3 46	51
Station agents.....	5 57	67
Other station men.....	3 28	66
Enginemen.....	4 62	1 32
Firemen.....	2 48	99
Conductors.....	3 74	96
Other trainmen.....	2 74	1 32
Machinists.....	3 27	1 24
Carpenters.....	2 74	1 42
Other shopmen.....	2 36	1 00
Section foremen.....	3 05	1 10
Other trackmen.....	1 86	79
Switchmen, flagmen and watchmen.....	2 60	1 00
Telegraph operators and dispatchers.....	3 10	1 10
Employes, account floating equipment.....	2 20	1 73
All other employes and laborers.....	2 63	70

TABLE X. DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

A summary of this table shows the following:

Class of Equipment.	Number.	Number fitted with train brake.	Percent of total.	Number fitted with automatic coupler.	Percent of total.
Locomotives—					
Passenger.....	2,499				
Freight.....	5,184				
Switching.....	1,611				
Totals.....	9,263	8,219	.88	1,586	.17
Cars—					
Passenger service.....	7,450	7,270	.97	7,014	.95
Freight service.....	290,262	112,570	.39	127,299	.43
Company's service.....	8,815	2,357	.27	1,182	.14
Fast freight line service.....	6,171	627	.11	1,560	.25
Totals.....	312,698	122,864		137,055	
Total cars and locomotives owned.....	321,961	131,043	.41	138,651	.43
Cars and locomotives leased.....	11,771	5,559	.48	4,863	.43
Total equipment.....	333,732	136,712		143,514	

A comparison of these figures with the figures of last year shows an increase in the number of locomotives of 1897; an increase in number of passenger cars of 460; an increase in number of freight cars of 27,695; an increase in number of cars in company's service of 437; a decrease in number of cars contributed to fast freight service of 5,223, and a total increase in the number of cars and locomotives owned of 23,369. In the number of cars and locomotives leased decrease of 1,059.

The increase in the number of train brakes and automatic couplers on equipment owned was as follows:

	Number train brakes.	Number automatic couplers.
Locomotives .....	946	476
Passenger service.....	608	512
Freight service.....	42,404	27,303
Company's service.....	1,870	406
Fast freight line service.....		
Total .....	44,828	28,697

TABLE XI. RAILS, TIES, BALLAST, BRIDGES, ETC., IN ILLINOIS.

This table shows the following:

Iron rails on road in Illinois, main line and branches—miles.....	405.48
Steel rails on road in Illinois, main line and branches—miles.....	10,095.16
Tons of steel rails relaid during the year.....	58,407.80
Ties relaid during the year.....	36,831.48
Number of stations.....	2,740
Ballast—	
Miles of stone.....	1,529.22
Miles of gravel.....	3,725.52
Miles of cinders.....	989.83
Miles of earth.....	3,775.48
Miles of slag.....	98.84
Miles of sand.....	138.31
Bridges—	
Number of stone.....	1,447
Number of iron.....	1,308
Number of wooden.....	1,880
Number of combination.....	46
Aggregate length in feet.....	321,084.02
Trestles—	
Number.....	17,727
Aggregate length in feet.....	645,430.08
Overhead highway crossings—	
Number of bridges.....	238
Number of conduits.....	6
Number of trestles.....	32
Overhead railway crossings—	
Number of bridges.....	49
Number of conduits.....	4
Number of trestles.....	12
Number of grade highway crossings.....	11,401

TABLE XII. CONSUMPTION OF FUEL BY LOCOMOTIVES IN ILLINOIS.

This table shows the amount of fuel consumed by locomotives, the number of miles run and the average number of pounds consumed per mile.

During the year there were consumed 3,948,119 tons of fuel in running 90,844,545 miles, or an average of 75.21 pounds per mile. The cost of coal at distributing points averaged \$1.26 per ton, and the cost of wood \$1.78 per cord.



TABLE XIII.—ACCIDENTS IN ILLINOIS.

A comparison of the summary of this table with that of last year is as follows:

	1896.		1895.	
	Killed.	Injured.	Killed.	Injured.
Passengers.....	21	104	12	155
Employees.....	173	1,399	175	1,433
Others.....	401	477	440	460
Total.....	595	1,980	627	2,048

The foregoing shows an increase in the number of passengers killed and a decrease in number injured; a decrease in employes killed and injured, and a decrease in number of others killed and an increase in number injured; a decrease in the total number killed of 32, or about 5 per cent., and decrease of number injured of 68, or about 3 per cent.

The causes of accidents are shown in following table:

	Killed.	Injured.
Coupling and uncoupling.....	13	479
Falling from train and engine.....	32	178
Overhead obstructions.....	5	18
Collisions.....	13	35
Derailments.....	27	78
Other train accidents.....	12	50
At highway crossings.....	78	103
At stations.....	84	233
Other causes.....	327	810
Total.....	591	1,984

The foregoing shows a large decrease in the number of killed and injured in all kinds of accidents.

There was one death to every 417 employes, and one injury to every 52 employes in Illinois. Last year there was one death to every 376 employes, and one injury to every 45 employes.

Of the 173 employes killed 13, or about 8 per cent., met their death coupling or uncoupling cars and engines, and of the 1,399 injured 479, or about 34 per cent., were injured in this manner.

TABLE XIV.—TAXES PAID IN ILLINOIS IN 1894, 1895 AND 1896.

A comparison of the amount of taxes paid in Illinois during the last three years is found in this table:

1894.....	\$3,846,327 81
1895.....	4,145,282 45
1896.....	4,706,767 79



## STATISTICAL TABLES.

---

### EXPLANATORY NOTES.

In the following statistical tables, the principal operating systems and those which operate on their own account appear in alphabetical order. All subordinate roads are grouped under the roads to which they are leased or otherwise controlled, and are indented.

Chicago, Burlington and Quincy—Illinois earnings, expenses, etc., are unofficial and were estimated by this office at 25 per cent. of the total.

Wabash—Illinois earnings, expenses, etc., are estimates made by company, based on totals for entire line.

### SWITCHING ROADS.

---

Belt Railway of Chicago.  
Chicago & Calumet Terminal.  
Chicago & Northern Pacific.  
East St. Louis & Carondelet.  
East St. Louis Connecting.  
Englewood Connecting.  
Terminal Railroad Association of St. Louis.

Peoria Terminal.  
St. Louis, Belleville & Southern.  
St. Louis & Peoria.  
Chicago Union Transfer.  
Union Stock Yards & Transit Company.  
Chicago, Lake Shore & Eastern.

---

---

# STATISTICAL TABLES.

---

I TO XIV INCLUSIVE.

---

TABLE 1—*Classification of Railroads and*

1	2	3
NAME OF COMPANY.	DATE OF FILING REPORT. (OPERAT- ING OR FINANCIAL.)	HOW OPERATED.
1 Atchison, Topeka & Santa Fé.	Nov. 6, 1896 O. & F	A. T. & S. Fé R. R. Co.
3 Atchison, Topeka & Santa Fé in Chi.	" O. & F	"
4 Mississippi Railroad Toll Bridge.	" O. & F	"
5 Baltimore & Ohio.	"	"
6 Baltimore & Ohio & Chicago.	Sept. 29, 1896 O. & F	B. & O. R. R. Co.
7 Baltimore & Ohio Southwestern.	Oct. 22, 1896 O. & F	B. & O. S.-W. R. R. Co.
8 Belt Railway of Chicago.	Aug. 27, 1896 O. & F	Belt Ry. Co. of Chicago.
9 Centralia & Chester.	Dec. 15, 1896 O. & F	Cent. & Chester R. R. Co.
10 Chicago & Alton.	Sept. 12, 1896 O. & F	C. & A. R. R. Co.
11 Joliet & Chicago.	Sept. 15, 1896	F
12 Mississippi River Bridge.	"	"
13 Chicago & Calumet Terminal.	Sept. 1, 1896 O. & F	C. & C. T. Ry. Co.
14 Chicago & Eastern Illinois.	Sept. 2, 1896 O. & F	C. & E. I. R. R. Co.
15 Chicago & Western Indiana.	Aug. 27, 1896	F (3).
16 Chicago & Erie.	Sept. 16, 1896 O. & F	C. & E. R. R. Co.
17 Chicago & Grand Trunk.	Sept. 2, 1896 O. & F	C. & G. T. Ry. Co.
18 Grand Trunk Junction.	"	F
19 Chicago & Illinois Southern.	Aug. 1, 1896 O. & F	By Rs. having cars for D. & W. I.
20 Chicago & Indiana State Line.	Aug. 22, 1896 O. & F	By all R. R. terminating at Chi
21 Chicago & Northwestern.	" O. & F	C. & N.-W. Ry. Co.
22 Chicago & Northern Pacific.	Aug. 28, 1896 O. & F	C. & N. P. R. R. Co.
23 Chicago & South Side Rapid Transit.	Sept. 12, 1896 O. & F	C. & S. S. R. T. R. R. Co.
24 Chicago & Texas.	Oct. 30, 1896 O. & F	C. & T. R. R. Co.
25 Chicago, Burlington & Northern.	Oct. 9, 1896 O. & F	C. B. & N. R. R. Co.
26 Chicago, Burlington & Quincy.	Sept. 15, 1896 O. & F	C. B. & Q. R. R. Co.
27 Chicago & Iowa.	"	F
28 Galesburg & Rio.	"	"
29 Illinois Valley & Northern.	"	F
30 Illinois Western.	"	"
31 Quincy, Alton & St. Louis.	Sept. 15, 1896	F
32 St. Louis, Rock Island & Chicago.	"	C. B. & Q. R. R. Co.
33 Chicago Great Western.	Sept. 1, 1896 O. & F	C. Gt. W. Ry. Co.
34 Chicago, Lake Shore & Eastern (2).	Sept. 4, 1896 O. & F	C. L. S. & E. Ry. Co.
35 Chicago, Milwaukee & St. Paul.	Oct. 6, 1896 O. & F	C. M. & St. P. Ry. Co.
36 Chicago, Paducah & Memphis.	Oct. 30, 1896 O. & F	C. P. & M. Ry. Co.
37 Chicago, Peoria & St. Louis.	Nov. 13, 1896 O. & F	C. P. & St. L. R. R. Co. of Ill
38 Chicago, Rock Island & Pacific.	Sept. 22, 1896 O. & F	C. R. I. & P. Ry. Co.
39 Peoria & Bureau Valley.	Sept. 17, 1896	F
40 Chicago Union Transfer.	Sept. 10, 1896 O. & F	Not operating.
41 Cleveland, Cincinnati, Chicago & St. L.	Sept. 1, 1896 O. & F	C. C. C. & St. L. Ry. Co.
42 Kankakee & Seneca.	"	F
43 Peoria & Eastern.	"	F
44 DePue, Ladd & Eastern.	" O. & F	C. B. & Q. to Con. mine.
45 East St. Louis Connecting.	Sept. 20, 1896 O. & F	E. St. L. Con. Ry. Co.
46 Elgin, Joliet & Eastern.	Sept. 13, 1896 O. & F	E. J. & E. Ry. Co.
47 Fulton County Narrow Gauge.	Sept. 5, 1896 O. & F	F. C. N. G. Ry. Co.

*Mileage for year ending June 30, 1896.*

4	5	6	7	8	9	10	
LENGTH OF LINE OPERATED—IN MILES.		LENGTH OF LINE OWNED—IN MILES.		Second, third and fourth tracks in Illinois.	Yard tracks, sidings and spurs in Illinois.	New road built during year in Illinois.	
Whole Line.	In Illinois.	Whole Line.	In Illinois.				
4,528.16	294.79	4,429.33	280.42	3.17	131.61		1
		5.20	5.20	3.42	38.62		3
		.61	.51				4
							5
		264.90	8.21	8.12	20.67		6
921.91	375.52	921.91	375.52		73.67		7
21.31	21.31			1.56	35.42		8
66.00	66.00	66.00	66.00		6.53	5.00	9
843.35	580.73	543.53	543.53	67.31	135.77		10
		37.20	37.20	78.80			11
		1.33	.65				12
57.13	36.49	44.46	22.63		4.75		13
521.57	283.23	437.28	260.76	106.06	130.48		14
		48.58	48.58	59.31	81.78	.07	15
289.57	19.99	249.57					16
335.27	30.65	326.50	21.88	17.11	6.24		17
3.90	3.90	3.90	3.90	3.90	19.29		18
		.41	.41		.10		19
		3.04	3.04	3.06			20
5,030.78	593.97	3,782.29	593.97	195.39	333.66		21
45.46	45.46	43.20	43.20	24.79	52.30		22
8.56	8.56	8.56	8.56	10.06	2.14		23
81.70	81.70	75.00	75.00		10.25 (7)	20.00	24
370.77	109.14	347.82	93.52		17.57		25
5,595.58	1,966.93	4,159.12	802.07	203.87	347.62		26
		101.94	101.94		20.66		27
		12.22	12.22		1.12		28
		58.73	58.73		10.21		29
		1.83	1.83		.90		30
		46.14	16.14		4.02		31
		283.70	283.70		59.45		32
931.20	177.97	844.48	152.54		23.16 (7)	5.81	33
220.00	220.00				84.61		34
6,187.92	339.62	6,145.18	317.88	119.52	188.11		35
99.88	99.88	99.88	99.88		8.24		36
234.66	234.66	166.68	166.68		36.40		37
3,571.41	236.07	2,880.70	189.37	197.20	150.16		38
		46.70	46.70		10.70		39
		15.36	15.36	18.93	.11		40
1,850.34	481.79	1,683.99	481.79	1.49	130.28	3.40	41
42.08	42.08	42.08	42.08		6.54		42
350.11	131.86	341.39	122.84		42.06		43
		3.50	3.50				44
6.67	6.67	6.67	6.67	1.51	20.57	.99	45
201.69	166.28	185.34	159.43		56.57		46
61.00	61.00	61.00	61.00		2.40		47

TABLE I.—

1	2	3
NAME OF COMPANY.	DATE OF FILING REPORT. (OPERAT- ING OR FINANCIAL.)	HOW OPERATED.
48 Illinois Central.....	Oct. 16, 1896 O. & F	I. C. R. R. Co.....
49 Blue Island.....	Sept. 27, 1896 F	" " " " " " " "
50 Chicago, Havana & Western.....	" " F	" " " " " " " "
51 Chicago, Madison & Northern.....	" " F	" " " " " " " "
52 Chicago & Springfield.....	" " F	" " " " " " " "
53 Dunlieth & Dubuque Bridge.....	" " " " " " " "	" " " " " " " "
54 Kankakee & Southwestern.....	Sept. 27, 1896 F	" " " " " " " "
55 Mound City.....	" " F	" " " " " " " "
56 Rantoul.....	" " F	" " " " " " " "
57 South Chicago.....	" " F	" " " " " " " "
58 St. Charles Air Line.....	" " F	" " " " " " " "
59 Indianapolis, Decatur & Western.....	Nov. 13, 1896 O. & F	I. D. & W. R. R. Co.....
60 Indiana, Illinois & Iowa.....	Sept. 1, 1896 O. & F	I. I. & I. R. R. Co.....
61 Iowa Central.....	Aug. 19, 1896 O. & F	Iowa Central R. R. Co.....
62 Keithsburg Bridge.....	" " O. & F	" " " " " " " "
63 Jacksonville, Louisville & St. Louis.....	Nov. 18, 1896 O. & F	J. L. & St. L. Ry Co.....
64 Litchfield, Carrollton & Western.....	Nov. 13, 1896 O. & F	L. C. & W. R. R. Co.....
65 Lake Erie & Western.....	Sept. 20, 1896 O. & F	L. E. & W. R. R. Co.....
66 Lake Shore & Michigan Southern.....	Sept. 3, 1896 O. & F	L. S. & M. S. R. R. Co.....
67 Lake Street Elevated (3).....	Sept. 1, 1896 O. & F	Lake St. Elevated R. R. Co.....
68 LaSalle & Bureau County (4).....	" " O. & F	L. S. & B. County R. R. Co.....
69 Louisville & Nashville (1).....	" " " " " " " "	" " " " " " " "
70 Southeast & St. Louis.....	Sept. 29, 1896 O. & F	L. & N. R. R. Co.....
71 Louisville, Evansville & St. L. Cons. (9).....	Jan. —, 1897 O. & F	L. E. & St. L. Cons. R. R. Co.....
72 Metropolitan West Side Elevated (8).....	Oct. 6, 1896 O. & F	Met. W. S. Elev. R. R. Co.....
73 Michigan Central.....	Sept. 1, 1896 O. & F	M. C. R. R. Co.....
74 Joliet & Northern Indiana.....	Sept. 9, 1896 F	" " " " " " " "
75 Mobile & Ohio (1).....	" " " " " " " "	" " " " " " " "
76 St. Louis & Cairo.....	Sept. 1, 1896 O. & F	M. & O. R. R. Co.....
77 New York, Chicago & St. Louis.....	" " O. & F	N. Y. C. & St. L. R. R. Co.....
78 Chicago & State Line.....	Sept. 13, 1896 F	" " " " " " " "
79 Pawnee.....	Aug. 4, 1896 O. & F	Pawnee R. R. Co.....
80 Pennsylvania Co. (1).....	" " " " " " " "	" " " " " " " "
81 Calumet River.....	Sept. 19, 1896 F	Penn. R. R. Co.....
82 Pittsburgh, Ft. Wayne & Chicago.....	Sept. 10, 1896 O. & F	" " " " " " " "
83 South Chicago & Southern.....	" " O. & F	" " " " " " " "
84 Peoria & Pekin Union.....	Aug. 26, 1896 O. & F	P. & P. U. R. R. Co.....
85 Peoria, Decatur & Evansville.....	Oct. 2, 1896 O. & F	P. D. & E. Ry Co.....
86 Pittsburgh, Cincinnati, Chicago & St. L.....	Sept. 10, 1896 O. & F	P. C. C. & St. L. Ry Co.....
87 Englewood Connecting.....	" " F	" " " " " " " "
88 Quincy, Omaha & Kansas City (5).....	Sept. 26, 1896 O. & F	Q. O. & K. C. Ry Co.....
91 Rock Island & Peoria.....	Sept. 3, 1896 O. & F	R. I. & P. R. R. Co.....
92 St. Louis, Alton & Terre Haute (6).....	Sept. 22, 1896 O. & F	I. C. R. R. Co.....
93 Belleville & Carondelet.....	" " F	" " " " " " " "
94 Belleville & Eldorado.....	" " F	" " " " " " " "
95 Belleville & Southern Illinois.....	" " F	" " " " " " " "
96 Chicago, St. Louis & Paducah.....	" " F	" " " " " " " "
97 St. Louis Southern.....	" " F	" " " " " " " "
98 Carbondale & Shawneetown.....	" " F	" " " " " " " "
99 St. Louis, Belleville & Southern.....	Oct. 30, 1896 O. & F	St. L. B. & S. Ry Co.....
100 St. Louis, Chicago & St. Paul.....	Oct. 15, 1896 O. & F	St. L. C. & St. P. Ry Co.....
101 St. L., Indianapolis & East'n (Op. I. & L. S.).....	Nov. 25, 1896 O. & F	St. L. I. & E. R. R. Co.....
102 St. Louis & Eastern.....	Nov. 5, 1896 O. & F	St. L. & E. Ry Co.....
103 St. Louis Merchants' Bridge Terminal.....	Sept. 23, 1896 O. & F	St. L. M. B. T. Ry Co.....
104 Terminal Railroad Association of St. L.....	Sept. 24, 1896 O. & F	T. R. R. Ass'n of St. L.....
105 St. Louis Bridge.....	Sept. 10, 1896 F	" " " " " " " "
106 Terre Haute & Indianapolis (1).....	" " " " " " " "	" " " " " " " "
107 St. Louis, Vandalia & Terre Haute.....	Oct. 8, 1896 O. & F	T. H. & I. R. R. Co.....
108 Terre Haute & Peoria.....	" " O. & F	" " " " " " " "
109 East St. Louis & Carondelet.....	" " O. & F	" " " " " " " "
110 Toledo, Peoria & Western.....	Sept. 1, 1896 O. & F	T. P. & W. Ry Co.....
111 Toledo, St. Louis & Kansas City.....	Sept. 20, 1896 O. & F	T. St. L. & K. C. R. R. Co.....
112 Union Stock Yards & Transit.....	Aug. 22, 1896 O. & F	U. S. Y. & T. Co.....

Continued.

4	5	6	7	8	9	10	
LENGTH OF LINE OPERATED—IN MILES.		LENGTH OF LINE OWNED—IN MILES.		Second, third and fourth tracks in Illinois.	Yard tracks, sidings and spurs in Illinois.	New road built during year in Illinois.	
Whole Line.	In Illinois.	Whole Line.	In Illinois.				
3,127.34	1,533.81	705.50	705.50	151.83	331.80		48
		3.96	3.96		1.90		49
		131.62	131.62		12.59		50
		231.30	139.99	6.08	42.78		51
		111.47	111.47		21.49		52
		.59	.17				53
		131.26	131.26		12.58		54
		2.87	2.87				55
		74.43	66.21		5.82		56
		4.76	4.76	4.76	3.00		57
		.76	.76				58
152.51	75.76	152.02	75.76		26.03		59
193.27	111.10	151.78	69.61		21.96	1.63	60
508.98	93.26	502.91	88.66		20.01		61
2.57		2.57					62
133.50	133.50	112.30	112.30		6.30		63
57.80	57.80	51.50	51.50		2.90		64
718.38	121.02	710.61	118.60		23.80		65
1,439.90	14.02	859.15	14.02	7.64	68.07		66
6.44	6.44	6.44	6.44	7.83	.73	.06	67
6.35	6.35	6.35	6.35		.54		68
							69
208.74	180.41	208.74	180.41		35.38		70
368.84	149.54	358.58	141.85				71
14.77	14.77	14.77	14.77	18.39		2.32	72
1,642.15	49.07	270.07	6.07	6.07	67.92		73
		45.00	29.00		19.12		74
							75
160.60	160.60	160.60	160.60		43.47		76
531.75	18.36	503.35					77
		9.96	9.96	1.37	19.61		78
9.00	9.00	9.00	9.00		.50		79
							80
			4.43				81
469.89	16.32	469.89	16.32	28.43	56.54		82
		10.25	10.25		3.02		83
18.14	18.14	18.14	18.14	7.84	42.29		84
330.87	293.15	310.77	273.05		34.58		85
1,402.62	30.34	1,090.29	27.99	18.95	56.20		86
		2.35	2.35		.95		87
138.87	4.36	134.51					88
118.00	118.00	118.00	118.00		32.85		89
239.04	239.04	14.40	14.40		24.08		90
		17.30	17.30		2.80		91
		50.20	50.20		3.78		92
		56.40	56.40		18.74		93
		53.50	53.50		7.07		94
		30.00	30.00		7.30		95
		17.24	17.24				96
13.00	13.00	13.00	13.00		1.68		97
111.00	111.00	110.50	110.50		15.36		98
90.00	56.00	90.00	56.00		2.80		99
94.21	94.21	94.21	77.47		14.75	8.60	100
17.13	8.82	17.13	8.82				101
3.51	1.52	1.35	.67		13.63		102
		1.22	.85				103
							104
							105
							106
		158.30	158.30		57.70		107
		137.60	137.60		18.83		108
		12.72	12.72		5.30		109
247.70	247.70	230.10	230.10		35.64		110
450.72	179.49	450.72	179.49		28.20		111
8.37	8.37	8.37	8.37	8.31	8.37		112

TABLE I.—

1	2	3
NAME OF COMPANY.	DATE OF FILING REPORT. (OPERAT- ING OR FINANCIAL.)	HOW OPERATED.
113 Wabash.....	Sept. 5, 1896 O. & F	Wabash R. R. Co.....
114 Wabash, Chester & Western.....	Sept. 22, 1896 O. & F	W., C. & W. R. Co.....
115 Wisconsin Central Company.....	Sept. 2, 1896 O. & F	Wis. Cen. R. R. Co.....
116 Chicago & Wisconsin.....	F	.....
Totals.....	.....	.....

(1) Inserted to show relation of following subsidiary lines.

(2) Switching road for Illinois Steel Company, comprised of the Calumet & Blue Island, Chicago & Kenosha, Chicago & Southeastern, Joliet & Blue Island and Milwaukee, Bay View & Chicago railways, with trackage rights over C., V. & I. and C., R. I. & P. railroads.

(3) Operated by the C. & E. I., C. & G. T., Wabash, L., N. A. & C., C. & E., A., T. & S. F., Belt Ry. and E., J. & E. Rys.

(4) Operated by Matheson & Hegeler Zinc Co.

(5) Trackage—So. Ter. Quincy, Ill., to West Quincy, Mo., 4.36 miles.

(6) Owned and operated by Illinois Central R. R. Co.

(7) New line purchased.

(8) Elevated street railroad, all in Chicago, Ill.

(9) Report filed too late for classification.



*Concluded.*

4		5		6		7		8		9		10	
LENGTH OF LINE OPERATED—IN MILES.		LENGTH OF LINE OWNED—IN MILES.		Second, third and fourth tracks in Illinois.		Yard tracks, sidings and spurs in Illinois.		New road built during year in Illinois.					
Whole Line.	In Illinois.	Whole Line.	In Illinois.										
1,979.60	731.00	1,594.00	659.60	.....		176.80	.....	113					
64.83	64.83	64.83	64.83	.....		4.79	.....	114					
413.30	65.66	257.24	.10	.....		8.51	.....	115					
.....		57.61	57.61	.....		3.05	.....						
.....		.....	10,544.21	.....		1,395.13	.....	3,985.60	.....	47.88	.....		

TABLE II.—*Railway Capital at the close*

1	2		3	4	5	6	7
	STOCKS.				FUNDED		
	NAME OF COMPANY.	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital, 100×Col. 2÷Col. 15	Amount outstanding, Col. 8÷9÷10÷11.	Amount per mile of line.	Proportion to total railway capital, 100×Col. 5÷Col. 15
1	Atchison, Topeka & Santa Fé (2)....	\$233,486,000	\$26,512	60.21	\$162,346,390	\$11,177	39.69
5	Baltimore & Ohio (1).....						
6	Baltimore & Ohio & Chicago.....	1,503,450	5,676	6.38	7,744,000	29,234	31.90
7	Baltimore & Ohio Southwestern.....	30,000,000	32,639	39.02	52,021,665	56,701	60.06
8	Belt Railway of Chicago.....	1,200,000	56,312	77.69			
9	Centralia & Chester.....	876,000	12,000	100.00			
10	Chicago & Alton.....	22,230,600	41,001	71.23	8,761,850	10,887	23.71
11	Chicago & Chicago.....	1,500,000	40,323	100.00			
12	Chicago & Calumet.....	5,000,000	112,461	41.62	6,000,000	134,953	51.22
13	Chicago & Eastern Illinois.....	13,594,400	31,089	40.16	18,154,000	41,516	57.56
14	Chicago & Western Indiana.....	5,000,000	102,923	31.63	10,968,667	225,786	62.46
16	Chicago & Erie.....	100,000	401		22,300,000	89,354	98.31
17	Chicago & Grand Trunk.....	6,600,000	20,214	24.61	12,000,000	36,753	47.38
18	Grand Trunk Junction.....	500,000	128,205	10.76	3,872,000	992,821	75.32
19	Chicago & Illinois Southern.....	500	1,220	100.00			
20	Chicago & Indiana State Line.....	200,000	66,000	38.61			
21	Chicago & Northwestern.....	66,318,821	13,342	31.47	131,522,500	26,459	67.14
22	Chicago & Northern Pacific.....	30,000,000	65,392	49.17	29,899,000	65,770	48.92
23	Chicago & South Side Rapid Transit	7,500,000	876,168	44.24	10,500,000	1,226,636	53.60
24	Chicago & Texas.....	2,500,000	33,333	60.39	1,225,000	16,234	29.74
25	Chicago, Burlington & Northern.....	9,853,000	28,328	35.75	12,825,000	36,872	58.28
26	Chicago, Burlington & Quincy.....	82,004,200	14,480	46.41	129,409,900	22,850	51.43
27	Chicago & Iowa.....	1,428,000	14,008	41.65	2,000,000	19,619	58.35
28	Galesburg & Rio.....	240,000	19,643	49.56	243,500	19,954	50.44
29	Illinois Valley & Northern.....	1,500,000	25,539	56.32	1,163,200	19,804	43.68
30	Illinois Western.....	25,000	9,158	100.00			
31	Quincy, Alton & St. Louis.....	970,100	20,927	53.59	810,000	18,119	46.40
32	St. Louis, Rock Island & Chicago.....	3,000,000	10,575	54.54	2,500,000	8,812	45.46
33	Chicago Great Western.....	51,117,707	60,532	91.11	4,030,554	4,772	7.06
34	Chicago, Lake Shore & Eastern.....	650,000	5,103	12.13	2,030,000	15,937	38.27
35	Chicago, Milwaukee & St. Paul.....	72,922,161	11,867	33.26	139,161,000	22,645	64.16
36	Chicago, Paducah & Memphis.....	1,575,000	14,853	31.76	2,183,846	20,594	63.33
37	Chicago, Peoria & St. Louis.....	5,000,000	29,998	17.29	4,931,040	20,584	46.70
38	Chicago, Rock Island & Pacific.....	46,156,000	16,023	43.52	62,712,000	20,175	54.32
39	Peoria & Bureau Valley.....	1,500,000	32,120	100.00			
40	Chicago Union Transfer.....	2,000,000	130,208	100.00			
41	Cleveland, Cin., Chicago & St. L.....	38,416,322	22,813	41.20	54,036,730	32,088	54.19
42	Kankakee & Seneca.....	10,000	238	.06	650,000	15,477	53.42
43	Peoria & Eastern.....	10,000,000	29,292	42.37	13,603,000	39,846	56.24
44	De Pue, Ladd & Eastern.....	30,000	8,571	100.00			
45	East St. Louis Connecting.....	20,000	2,441	3.42			
46	Elgin, Joliet & Eastern.....	6,000,000	32,373	47.16	6,767,950	35,516	50.42
47	Clinton County Narrow Gauge.....	636,794	10,439	37.11	481,000	7,935	42.04

(1) Inserted to show relation of following subsidiary lines.

(2) Entire lines of A, T. &amp; S. F.

*of the year ending June 30, 1896.*

8	9	10	11	12	13	14	15	16	
DEBT.				OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
DESIGNATION.				Amount outstanding.	Amount per mile of line.....	Proportion to total railway capital, 100×Col.12÷Col.15	Total railway capital. Cols. 2+5+12.	Amount per mile of line. Cols. 3+6+13.....	
Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
\$109,050,050	\$1,568,000	\$51,728,000	.....	\$135,127	\$29	.10	\$395,967,517	\$37,718	1
7,744,000			.....	10,958,219	41,040	61.72	20,205,669	75,950	6
33,080,665	191,000	18,750,000	.....	145,903	159	.92	82,167,568	89,559	7
			.....	115,073	15,400	12.31	1,315,073	61,712	8
			.....				876,000	12,000	9
6,694,850	2,067,000		.....	159,903	295	5.06	31,152,353	37,044	10
			.....				1,500,000	40,323	11
6,000,000			.....	791,683	17,807	7.16	11,791,683	265,220	13
18,112,000	42,000		.....	964,053	2,204	2.28	32,712,453	74,809	14
10,968,667			.....	730,315	15,034	5.91	16,608,982	243,743	15
12,000,000	300,000	10,000,000	.....	464,975	1,863	1.69	22,864,975	91,617	16
12,000,000			.....	5,152,468	15,781	28.71	23,752,468	72,749	17
3,872,000			.....	225,322	57,765	13.92	4,597,322	1,178,791	18
			.....				500	1,220	19
			.....	359,276	118,183	61.39	559,276	184,183	20
72,622,500	32,164,000	26,736,000	.....	4,306,477	866	1.39	202,147,798	40,667	21
29,839,000			.....	224,095	4,932	1.91	60,123,095	136,694	22
10,500,000			.....	547,639	63,976	2.16	18,547,639	2,166,780	23
1,225,000			.....	33,225	1,243	9.87	3,818,225	50,910	24
11,597,000	1,228,000		.....	1,453,436	4,207	5.97	24,144,436	69,407	25
94,349,000	35,060,900		.....	4,044,310	714	2.16	215,458,410	38,044	26
2,000,000			.....				3,428,000	33,627	27
243,800			.....				483,800	39,597	28
1,163,200			.....				2,663,200	45,343	29
			.....				25,000	9,158	30
840,000			.....				1,810,100	39,044	31
2,500,000			.....				5,500,000	19,387	32
2,823,150			.....	\$1,207,404	2,261,288	2.678	57,409,549	67,982	33
2,030,000			.....	2,465,007	19,352	49.60	5,145,007	40,391	34
137,717,000		1,444,000	.....	6,308,769	1,027	2.58	218,392,330	35,539	35
1,575,000			.....	284,375	2,682	4.91	4,053,221	38,129	36
2,438,000		408,040	.....	905,227	5,431	5.01	10,836,267	65,013	37
53,619,000	9,033,000		.....	2,319,368	802	2.16	111,187,368	37,000	38
			.....				1,500,000	32,120	39
			.....				2,000,000	130,208	40
54,036,730			.....	4,940,448	2,934	4.61	97,393,511	57,835	41
650,000			.....	580,510	13,793	46.52	1,240,510	29,478	42
9,603,000		4,000,000	.....	1,257,833	1,808	1.39	24,860,833	70,946	43
			.....				30,000	8,571	44
			.....	534,536	65,329	96.58	554,536	67,733	45
6,633,000			.....	564,453	3,045	2.42	13,332,403	71,934	46
484,009			.....	503,046	8,247	20.55	1,623,540	26,621	47
			134,950						

Table II—

	1	2	3	4	5	6	7
		STOCKS.			FUNDED		
	NAME OF COMPANY.	Amount outstand- ing.....	Amount per mile of line.....	Proportion to total railway capital, 100×Col. 2÷Col. 15	Amount outstand- ing, Cols. 8+9+ 10+11.....	Amount per mile of line.....	Proportion to total railway capital, 100×Col. 5÷Col. 15
48	Illinois Central.....	\$52,500,000	\$32,357	36.14	\$77,504,925	\$47,767	56.42
49	Blue Island.....	25,000	6,313	18.84	100,000	25,253	75.52
50	Chicago, Havana & Western.....	25,000	190	7.08			
51	Chicago, Madison & Northern.....	50,000	216	.85	2,500,000	10,808	42.50
52	Chicago & Springfield.....	25,000	224	96.41	(3)		
54	Kankakee & Southwestern.....	390,000	2,971	86.48	(3)		
56	Rantoul.....	25,000	336	21.14	(3)		
57	South Chicago.....	20,000	4,202	8.13	200,000	42,017	81.30
59	Indianapolis, Decatur & Western.....	1,824,000	11,999	49.14	1,824,000	11,998	49.14
60	Indiana, Illinois & Iowa.....	3,597,800	23,704	63.41	1,856,661	12,232	30.50
61	Iowa Central.....	14,026,691	27,891	70.56	6,330,483	12,588	28.50
62	Keithsburg Bridge.....	600,000	233,463	50.47	591,000	221,961	49.53
63	Jacksonville, Louisville & St. L.....	109,463	974	41.32			
64	Litchfield, Carrollton & Western.....						
65	Lake Erie & Western.....	23,680,000	33,323	62.28	10,875,000	15,304	30.51
66	Lake Shore & Michigan Southern.....	50,000,000	58,497	52.14	44,516,000	39,841	
67	Lake Street Elevated.....	10,000,000	1,443,002	63.91	5,588,500	806,421	29.95
68	LaSalle & Bureau County.....	50,000	7,874	85.43			
69	Louisville & Nashville (1).....						
70	Seahast & St. Louis.....	1,000,000	4,791	13.64	6,500,000	31,139	86.36
71	Louisville, Evansv. & St. L. Con. (4).....						
72	Metropolitan West Side Elevated.....	14,751,500	98,748	49.16	14,849,000	1,005,349	50.84
73	Michigan Central.....	18,738,000	69,382	61.23	10,000,000	37,027	32.71
74	Joliet & Northern Indiana.....	300,000	6,666	27.62	800,000	17,778	69.00
75	Mobile & Ohio (1).....						
76	St. Louis & Cairo.....	6,500,000	40,473	65.81	4,000,000	24,907	33.26
77	New York, Chicago & St. Louis.....	30,000,000	59,530	66.04	19,425,000	38,545	32.80
78	Chicago & State Line.....	1,500,000	150,602	100.00			
79	Pawnee.....	50,000	5,556	47.64	36,000	4,000	36.14
80	Pennsylvania Co. (1).....						
81	Calumet River.....	67,500	15,237	37.52			
82	Pittsburgh, Ft. Wayne & Chicago.....	38,597,686	82,142	76.41	12,410,000	26,410	23.59
83	South Chicago & Southern.....	150,500	14,682	41.27			
84	Peoria & Pekin Union.....	1,000,000	55,127	23.69	2,994,000	164,704	68.41
85	Peoria, Decatur & Evansville.....	8,828,800	28,442	56.33	5,728,728	18,433	35.24
87	Peoria Terminal (3).....						
88	Pittsburgh, Cin.-in., Chicago & St. L.....	47,638,601	43,748	47.16	48,583,810	44,803	47.42
89	Englewood Connecting.....	99,200	42,212	91.41			
90	Quincy, Omaha & Kansas City.....	2,000,000	14,869	56.71	1,750,000	13,010	42.13
91	Rock Island & Peoria.....	1,500,000	12,712	74.91	600,000	5,085	22.61
92	St. Louis, Alton & Terre Haute.....	3,470,800	241,028	52.46	2,500,000	173,611	36.19
93	Belleville & Carondelet.....	500,000	28,902	51.64	485,000	28,034	48.36
94	Belleville & Eldorado.....	1,000,000	19,920	66.11	550,000	10,956	33.86
95	Belleville & Southern Illinois.....	1,632,000	30,000	61.84	998,000	17,695	36.68
96	Chicago, St. Louis & Paducah.....	1,000,000	18,632	33.14	2,000,000	37,383	66.28
97	St. Louis Southern.....	460,000	15,333	30.16	1,056,000	35,200	69.28
98	Carbonade & Shawneetown.....	355,600	20,685	58.78	250,000	14,501	41.22
99	St. Louis, Belleville & Southern.....	500,000	38,461	99.61			
100	St. Louis, Chicago & St. Paul.....	2,000,000	181,000	40.26	1,725,360	15,614	36.14
101	St. Louis, Ind. & East'n (Opp. I. & S.).....	740,900	8,232	43.81	931,000	10,345	46.14
102	St. Louis & Eastern.....	300,000	9,055	61.28	188,572	5,690	38.72
103	St. Louis Merchants' Bridge Term.].....	2,939,500	395,094	33.34	3,500,000	473,430	37.61
104	Terminal R. R. Ass'n of St. Louis.....	1,441,200	1,067,556	9.86	11,500,000	8,518,518	78.98
105	St. Louis Bridge.....	7,980,000	6,549,180	61.04	5,000,000	4,089,361	38.96
106	Terre Haute & Indianapolis (1).....						
107	St. Louis, Vandalia & Terre Haute.....	3,924,058	24,789	46.27	4,499,000	28,421	51.13
108	Terre Haute & Peoria.....	3,764,200	26,070	59.14	2,161,000	14,966	40.02
109	East St. Louis & Carondelet.....	420,000	33,019	71.43	200,000	15,723	28.57
110	Toledo, Peoria & Western.....	4,076,909	17,692	44.29	5,411,836	23,458	54.49

(1) Inserted to show relation of following subsidiary lines.

(2) Entire lines of A., T. &amp; S. F.

(3) Not operating.

(4) Report filed too late for classification.

Continued.

8	9	10	11	12	13	14	15	16
DEBT.				OTHER FORMS OF INDEBTEDNESS.		SUMMARY.		
DESIGNATION.				Amount outstand- ing.	Amount per mile of line.	Proportion to total railway capital, 100÷Col.12×Col.15	Total railway capital. Cols. 2+5+ 12.	Amount per mile of line. Cols. 3+ 6+13.
Bonds.	Miscella- neous obliga- tions.	Income bonds.	Equip- ment trust obli- gations.					
\$19,941,000	\$57,557,925			\$11,258,182	\$6,939	7.62	\$141,263,107	\$87,063
100,000				15,593	3,937	5.64	140,593	35,503
				320,052	15,432	92.92	345,052	2,622
2,500,000				3,659,091	15,819	56.67	6,209,091	16,843
				1,498	13	3.59	26,498	237
				77,839	593	13.52	467,839	3,564
				97,839	1,285	78.86	120,677	1,621
200,000				55,677	12,288	10.57	278,489	58,507
1,824,000				58,489	306	6.09	3,703,635	24,363
1,300,000	56,661	\$500,000		122,413	807	6.09	5,576,874	36,743
6,330,483				210,646	419	.94	20,567,820	40,808
591,000							1,191,000	463,424
				143,889	1,284	58.68	252,352	2,258
				27,311	530	100.00	27,311	530
10,875,000				1,279,830	1,801	7.21	35,834,830	50,428
44,516,000				3,785,078	4,405		98,321,078	95,505
5,588,500				1,164,039	167,985	6.14	16,752,539	2,417,408
				6,752	1,063	14.57	56,752	8,937
								69
6,500,000							7,500,000	35,930
								71
14,849,000							29,600,500	2,004,097
10,000,000				1,683,681	6,235	6.06	30,421,681	112,644
800,000				51,208	1,139	3.38	1,151,208	25,583
								75
4,000,000				197,372	1,223	.83	10,697,372	66,603
19,425,000				575,137	1,141	1.16	50,000,137	99,216
							1,500,000	150,602
36,000				20,178	2,242	16.22	106,178	11,780
								80
12,410,000				113,868	27,704	62.48	181,368	40,941
							51,007,686	108,552
2,994,000				213,320	20,812	58.63	3,33,820	35,494
5,717,076				191,468	10,555	7.90	4,185,468	230,386
			811,652	1,694,494	5,452	8.43	16,262,022	104,654
								87
48,435,000			148,810	1,950,044	1,547	5.42	98,232,455	90,098
				10,624	4,471	8.59	109,824	46,683
1,750,000				96,384	716	1.16	3,846,383	28,595
600,000				82,098	695	3.48	2,182,098	18,492
2,500,000				805,920	55,967	11.35	6,776,720	470,606
455,000							985,000	56,936
550,000							1,550,000	30,876
998,000							2,690,000	47,635
2,000,000							3,000,000	56,075
550,000		506,000					1,516,000	50,533
250,000							606,000	35,186
				15,980	1,230	.39	515,980	39,691
1,250,000			475,360	1,022,695	9,255	23.60	4,748,055	42,960
931,000				69,361	570	10.05	1,744,261	19,347
182,000			6,572				488,572	14,745
3,500,000				1,504,361	202,200	29.05	7,943,861	1,070,724
11,500,000				1,295,588	959,690	11.16	14,236,788	10,545,764
5,000,000							12,980,000	10,647,541
								106
4,499,000				205,407	1,298	2.60	8,628,465	54,508
2,161,000				110,944	768	.84	6,036,144	41,804
200,000							620,000	48,742
4,895,000	516,836			168,487	731	1.22	9,657,223	41,861

Table II—

1	2	3	4	5	6	7
NAME OF COMPANY.	STOCKS.			FUNDED		
	Amount outstand- ing.....	Amount per mile of line.....	Proportion to total railway capital, 100×Col. 2÷Col. 15	Amount outstand- ing. Cols. 8+9+ 10+11.....	Amount per mile of line.....	Proportion to total railway capital, 100×Col. 5÷Col. 15
111 Toledo, St. Louis & Kansas City....	\$17,055,000	\$37,839	52.81	\$10,000,000	\$22,187	33.46
113 Wabash .....	52,000,000	30,675	38.64	81,534,000	48,097	59.74
114 Wabash, Chester & Western .....	1,250,000	19,281	61.59	690,000	10,643	33.41
115 Wisconsin Central Co.....	14,574,325	13,996	30.46	23,739,281	55,908	63.13
116 Chicago & Wisconsin.....	1,500,000	26,037	50.00	1,500,000	26,037	50.00
Total .....	\$1,215,850,289	\$30,659	45.55	\$1,356,869,248	\$34,463	50.83



Concluded.

8	9	10	11	12	13	14	15	16	
DEBT.				OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
DESIGNATION.				Amount outstand- ing.	Amount per mile of line.....	Proportion to total railway capital. 100×Col.12÷Col.15	Total railway capital. Cols. 2+5+ 12.	Amount per mile of line. Cols. 3+ 6+13.....	
Bonds.	Miscella- neous obliga- tions.	Income bonds.	Equip- ment trust obli- gations.						
\$9,000,000	\$1,000,000	.....	.....	\$3,059,240	\$6,789	13.73	\$30,114,240	\$66,815	111
81,534,000	.....	.....	.....	2,798,846	1,651	1.62	136,332,846	80,423	112
630,000	.....	.....	.....	55,594	798	5.00	1,995,594	30,722	114
12,435,000	3,768,113	.....	\$7,536,168	2,363,952	9,571	6.41	40,677,557	79,475	115
1,100,000	.....	.....	400,000	.....	.....	.....	3,000,000	52,074	116
\$1,085,568,671	\$144,613,775	\$114,072,040	\$12,614,762	\$96,444,605	\$2,434	3.62	\$2,669,164,142	\$67,556	







Table III.—Concluded.

1	2	3	4	5	6	7	8	9
NAME OF COMPANY.	Gross earnings from operation.	Operating expenses.	Inc'me from operation. Col. 2—Col. 3	INCOME FROM PROPERTY OWNED.				
				SOURCE OF INCOME.			Total in- come from property described. Cols. 5+6+7.	Total income, Cols. 4+8.
				Stocks.	Bonds.	Miscellane- ous, includ- ing rents.		
107 St. Louis, Vandalia & Terre Haute (O.&F.)	\$1,697,823	\$1,538,917	\$158,906					\$158,906
107 St. Louis, Vandalia & Terre Haute (F.)						\$509,416	\$509,416	509,416
108 Terre Haute & Peoria (O. & F.)	425,915	388,888	37,027					37,027
109 Terre Haute & Peoria (F.)						127,775	127,775	127,775
109 East St. Louis & Carondelet (O. & F.)	86,072	52,329	33,742			95	95	33,838
109 East St. Louis & Carondelet (F.)						30,187	30,187	30,187
110 Toledo, Peoria & Western								
110 Toledo, St. Louis & Kansas	1,010,270	747,632	262,638					262,638
113 Wabash	2,005,756	1,563,619	442,137					442,137
113 Wabash, Chester & Western	12,879,820	9,389,951	3,489,869	\$138,601	\$1,800	339	140,740	3,630,609
114 Wabash, Chester & Western	92,117	52,434	39,683			54	54	39,737
115 Wisconsin Central Company	2,287,236	1,620,478	666,758	95,803	222,842	11,700	330,347	997,105
Totals	\$314,249,487	\$207,615,648	\$106,634,339	\$3,473,134	\$3,487,289	\$6,889,314	\$13,849,737	\$120,484,076

- (1) Inserted to show relation of subsidiary lines.  
 (2) Deficit earnings.  
 (3) In construction.

Table III—Income Account—Whole Line—Continued.

	10	11	12	13	14	15	16	17	
NAME OF COMPANY.	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.								
	DESIGNATION						Total fixed charges. Cols. 10+11+ 12+13+14.	Net income. Cols. 9-15.	Net deficit. Cols. 9-15.
	Interest on bearing cur- rent liabil- ties accrued not other- wise pro- vided for.	Rents.	Taxes.	Miscel- laneous.					
1 Atchison, Topeka & Santa Fé.....	\$3,676,845			\$1,170,006	\$431,788	\$5,278,639	\$1,174,396	1	
5 Baltimore & Ohio(1).....				112,518	184,927	762,085		5	
6 Baltimore & Ohio & Chicago.....	464,640			275,132	60,000	2,115,780	63,870	7	
7 Baltimore & Ohio Southwestern.....	1,780,648			62,901		203,529	80,356	6	
8 Belt Railway of Chicago.....			\$140,538	5,909	481	50,190	113	8	
9 Centralia & Chester.....		\$43,800		295,310	32,081	1,845,452	2,086,008	9	
10 Chicago & Alton.....	559,721		458,340	32,752		1,384,613		10	
13 Chicago & Calumet.....	300,000	1,861		185,627		1,389,100	531,906	13	
14 Chicago & Eastern Illinois.....	961,710	7,275	234,478			826,964	324,470	14	
15 Chicago & Western Indiana.....	633,630				163,334	948,058		15	
16 Chicago & Erie.....	616,390		198,923	132,745	63,456	1,102,254		16	
17 Chicago & Grand Trunk.....	660,000	88,690	110,683	179,425		193,600		17	
18 Grand Trunk Junction.....	193,600					23,913		18	
20 Chicago & Indiana State Line.....		46,067		3,161	4,682			20	
21 Chicago & Northwestern.....	7,046,201		14,762	1,085,119	263,058	8,409,140	5,328,586	21	
22 Chicago & Northern Pacific.....	52,200			147,612	28,000	227,812	326,981	22	
23 Chicago & South Side Rapid Transit.....	137,311			58,640		195,951	28,217	23	
24 Chicago & Texas.....	58,098			3,364	3,086	66,738		24	
25 Chicago, Burlington & Northern.....	680,360			83,192	23,572	787,714		25	





48	Illinois Central	2, 357, 809	435, 515	2, 890, 496	1, 051, 358	512, 342	7, 847, 519	2, 713, 225	45
49	Blue Island		3, 000				5, 000		11, 316
50	Chicago, Havana & Western	125, 000							49
51	Chicago, Madison & Northern	343, 500	11, 025				343, 500		99, 490
52	Ramoth	50, 000	1, 139						51
53	South Chicago	10, 000					10, 000		51, 133
54	Indianapolis, Decatur & Western	45, 600							56
55	Indiana, Illinois & Iowa	45, 300							39, 307
56	Iowa Central	315, 767	2, 633	1, 140	34, 400	61, 889	141, 889	15, 721	57
57	Jacksonville, Louisville & St. Louis		6, 752	35, 460	31, 954	80, 221	108, 394	125, 715	60
58	Litchfield, Carrollton & Western				13, 564		499, 971	178, 320	61
59	Lake Erie & Western	467, 500			2, 536	1, 258	20, 316	30, 593	63
60	Lake Shore & Michigan Southern	3, 126, 495			134, 214	246, 639	908, 383	662, 918	64
61	Lake Street Elevated	215, 655	20, 270	637, 960	634, 947	60, 327	4, 430, 329	3, 046, 601	66
62	LaSalle & Bureau County				14, 116		250, 041	6, 405	67
63	Louisville & Nashville (I.)				884	7, 223	8, 107	3, 986	68
64	Southeast & St. Louis	307, 396			59, 411		366, 780		69
65	Michigan Central	1, 067, 800		344, 810	306, 429	991, 159	2, 710, 098	1, 257, 355	70
66	Mobile & Ohio (I.)	56, 000				1, 000	57, 000	32, 096	73
67	St. Louis & Cairo	160, 000			36, 965	21, 773	218, 738	31, 749	75
68	New York, Chicago & St. Louis	777, 009		5, 200	206, 325	147, 222	1, 135, 747	129, 621	76
69	Chicago & State Line					400	400	300	77
70	Pawnee	2, 160	1, 023		416		3, 599	3, 587	79
71	Pennsylvania Co. (I.)								80
72	Calumet River		3, 350				3, 350		81
73	Pittsburgh, Ft. Wayne & Chicago (O. & F.)			3, 589, 538	524, 242		4, 113, 780	171, 831	82
74	Peoria & Pekin Union			36, 434	3, 551	2, 531	274, 516		83
75	Peoria, Decatur & Evansville	157, 155			27, 261	90, 427	274, 843	30, 447	84
76	Peoria, Decatur & Evansville	276, 545	49, 162	30, 131	50, 175	20, 937	243, 950		85
77	Pittsburgh, Cincinnati, Chicago & St. Louis	2, 510, 870		1, 067, 030	653, 858	344, 958	4, 576, 716	147, 718	86
78	Englewood Connecting (O. & F.)				2, 842		2, 842	1, 199, 112	88
79	Quincy, Omaha & Kansas City	6, 250			13, 028	5, 000	24, 276	1, 875	89
80	Rock Island & Peoria	42, 000			43, 000		85, 000	89	90
81	St. Louis, Alton & Terre Haute	122, 187		317, 524	12, 000	9, 751	461, 402	52, 213	91
82	Belleville & Carondelet	20, 100			4, 696		33, 796		92
83	Belleville & Eldorado	35, 200			4, 349		35, 200		93
84	Belleville & Southern Illinois	79, 840			503		84, 180	58, 633	94
85	Chicago, St. Louis & Paducah	50, 000			529		50, 503	13, 744	95
86	St. Louis Southern	47, 300	52	10, 000			57, 881	5, 841	96
87	Carbondale & Shawneetown						10, 000		97
88	St. Louis, Belleville & Southern								98
89	St. Louis, Chicago & St. Paul	75, 000	10, 938		16, 033		101, 971	67	99
90	St. L., Indianapolis & Eastern (Op. I. & I. S.)	2, 430	23, 872		21, 617		30, 041	66, 996	100
91	St. Louis Merchants' Bridge Terminal	175, 000	33, 687	129, 600	44, 671	21, 827	394, 970	39, 044	101
92	Terminal Railroad Association of St. Louis	540, 000		666, 900	76, 002	67, 773	1, 384, 322	99, 145	103
93	St. Louis Bridge	350, 000				2, 500	352, 500	35, 013	104
94									105

Table III—Income Account—Whole Line—Concluded.

	10	11	12	13	14	15	16	17
	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.							
	DESIGNATION.							
	Interest on funded debt, accrued.	Interest on interest- bearing cur- rent liabili- ties accrued not other- wise pro- vided for.	Rents.	Taxes.	Miscel- laneous.	Total fixed charges. Cols. 10+11+ 12+13+14.	Net income. Cols. 9-15.	Net deficit. Cols. 9-15.
106 Terre Haute & Indianapolis(1).....	\$314,930			\$61,533	\$21,350	\$397,813	\$111,603	106
107 St. L., Vandalia & Terre Haute (O. & F.).....	1,155	107,675	\$23,251	20,935		153,016		107
108 Terre Haute & Peoria (O. & F.).....				3,650		3,650	33,187	108
109 East Louis & Carondelet (O. & F.).....				41,849		253,550	9,088	109
110 Toledo, Peoria & Western.....	195,800	15,901		90,000		630,000		110
111 Toledo, St. Louis & Kansas City.....	540,000			519,678	61,019	3,598,809	31,800	111
112 Wabash.....	2,645,245		372,867	5,976		40,476		112
113 Wabash, Chester & Western.....	34,500			71,201	232,487	1,163,772		113
114 Wabash, Chester & Western.....		108,000	623,353					114
115 Wisconsin Central Company.....	128,700							115
Total.....	\$58,324,027	\$1,157,650	\$12,453,484	\$14,096,471	\$5,409,845	\$91,441,477	\$29,042,599	\$3,118,362





TABLE III—*Income Account*—

	18	19	20	21	22	23
NAME OF COMPANY.	PAYMENTS FROM NET INCOME.					Surplus from operations of year ending June 30, 1896.
	DIVIDENDS DECLARED.				Total payments from net income, including miscellaneous.	
	PREFERRED STOCK.		COMMON STOCK.			
	Amount.	Rate per cent.	Amount.	Rate per cent.		
1 Atchison, Topeka & Santa Fe.....						\$1,174,396
5 Baltimore & Ohio (1) .....						
6 Baltimore & Ohio & Chicago.....						
7 Baltimore & Ohio Southwestern.....						63,889
8 Belt Railway of Chicago.....			\$54,000	4½	\$54,000	26,356
9 Centralia & Chester.....						113
10 Chicago & Alton.....	\$278,360	8	1,500,088	8	1,778,448	307,560
13 Chicago & Calumet.....						
14 Chicago & Eastern Illinois.....	289,812	6			289,842	242,064
15 Chicago & Western Indiana.....			300,000	6	300,000	24,470
16 Chicago & Erie.....						
17 Chicago & Grand Trunk.....						
20 Chicago & Indiana State Line.....						
21 Chicago & Northwestern.....	1,563,975	7	1,953,083	5	3,517,058	1,811,528
22 Chicago & Northern Pacific.....						326,987
23 Chicago & So. Side Rapid Transit.....						28,217
24 Chicago & Texas.....						
25 Chicago, Burlington & Northern.....						
26 Chicago, Burlington & Quincy.....			3,280,109	4	3,280,109	15,827
33 Chicago Great Western.....					470,490	161,994
34 Chicago, Lake Shore & Eastern.....						608,467
35 Chicago, Milwaukee & St. Paul.....	1,846,313	7	1,380,818	3	3,272,401	2,127,989
36 Chicago, Paducah & Memphis.....						
37 Chicago, Peoria & St. Louis.....						110,150
38 Chicago, Rock Island & Pacific.....			923,116	2	923,116	589,109
39 Peoria & Bureau Valley.....			120,000	8	120,000	3,714
41 Cleve., Cincin., Chicago & St. Louis.....	500,000	5			525,731	74,115
42 Kankakee & Seneca.....						
43 Peoria & Eastern.....						3,296
45 East St. Louis Connecting.....						
46 Elgin, Joliet & Eastern.....						76,931
47 Fulton County Narrow Gauge.....						
48 Illinois Central.....			2,562,500	5	2,562,500	150,725
49 Blue Island.....						
50 Chicago, Havana & Western.....						
56 Rantoul.....						
57 South Chicago.....						
59 Indianapolis, Decatur & Western.....	13,680	1½			13,680	2,041
60 Indiana, Illinois & Iowa.....						125,715
61 Iowa Central.....						178,320
63 Jacksonv., Louisv. & St. Louis.....						30,593
64 Litchfield, Carrollton & Western.....						3,196
65 Lake Erie & Western.....	592,000	5			592,000	70,918
66 Lake Shore & Michigan Southern..	53,350	10	2,967,990	6	3,021,340	25,261
67 Lake Street Elevated.....						6,405
68 LaSalle & Bureau County.....			3,000	6	3,000	986
69 Louisville & Nashville (1).....						
70 Southeast & St. Louis.....						

(1) Inserted to show relation of following subsidiary lines.

## Whole Line—Continued.

24	25	26	27	28	29	30	
Deficit from operations of year ending June 30, 1896.	Surplus on June 30, 1895.	Deficit on June 30, 1895.	Additions for year.	Deductions for year.	Surplus on June 30, 1896.	Deficit on June 30, 1896.	
.....	.....	.....	.....	.....	\$1,174,396	.....	1
870,138	.....	\$5,037,021	.....	\$663	.....	\$5,107,823	5
.....	\$266,931	.....	.....	236,352	94,468	.....	6
.....	79,734	.....	.....	.....	106,090	.....	7
.....	2,756,415	.....	.....	167,438	113	.....	8
190,659	.....	500,521	.....	.....	2,896,536	.....	9
.....	1,326,211	.....	.....	38,682	1,529,594	691,180	10
.....	657,880	.....	.....	.....	682,350	.....	13
608,883	.....	2,138,509	.....	.....	.....	2,749,392	14
672,391	.....	248,291	\$596,042	110,535	.....	435,175	15
8,347	.....	117,709	.....	.....	.....	126,056	16
.....	7,759,502	.....	2,231,294	8,723,607	3,078,717	.....	17
.....	404,730	.....	60,690	.....	792,407	.....	20
.....	.....	317,378	.....	.....	.....	289,161	21
16,436	.....	22,732	.....	.....	.....	39,168	22
331,674	.....	1,295,386	.....	.....	.....	1,627,060	23
.....	9,353,051	.....	.....	.....	9,368,878	.....	24
.....	.....	370,562	.....	.....	.....	208,568	25
.....	.....	1,679,661	.....	.....	.....	1,071,194	26
80,520	5,479,880	.....	56,000	.....	7,663,868	.....	27
.....	.....	9,005	.....	.....	.....	89,525	28
.....	197,869	.....	.....	1,964	305,055	.....	29
.....	688,833	.....	.....	.....	1,277,942	.....	30
.....	72,229	.....	.....	.....	75,943	.....	31
.....	171,440	.....	.....	.....	245,554	.....	32
22,821	.....	535,400	.....	.....	.....	558,281	33
.....	.....	1,261,130	.....	.....	.....	1,275,833	34
12,078	.....	132,332	.....	.....	.....	144,410	35
.....	.....	96,918	.....	.....	.....	19,987	36
39,699	.....	456,671	.....	.....	.....	496,370	37
.....	3,481,146	.....	.....	.....	3,631,871	.....	38
11,316	.....	14,043	.....	.....	.....	25,359	39
99,490	.....	676,226	.....	.....	.....	775,716	40
65,583	.....	306,327	.....	.....	.....	371,910	41
39,306	6,458	.....	.....	.....	.....	32,848	42
.....	139,782	.....	.....	.....	141,823	.....	43
.....	431,337	.....	2	94	556,959	.....	44
.....	352,382	.....	.....	.....	530,702	.....	45
.....	51,170	.....	.....	.....	81,763	.....	46
.....	.....	21,454	.....	.....	.....	18,258	47
.....	1,059,987	.....	.....	.....	1,130,905	.....	48
.....	11,875,851	.....	.....	257,644	11,643,467	.....	49
.....	2,617	268,540	57,335	.....	3,603	204,800	50
.....	.....	.....	.....	.....	.....	.....	51
(2) 85,286	.....	.....	.....	.....	.....	(2) 85,286	52

(2) Carried to L. &amp; N. income account.

(3) Operated by Ill. Cent. last 9 months of year.

TABLE III—*Income Account—*

		18	19	20	21	22	23
NAME OF COMPANY.		PAYMENTS FROM NET INCOME.					Surplus from operations of year ending June 30, 1896.
		DIVIDENDS DECLARED.				Total payments from net income, including miscel- laneous.	
		PREFERRED STOCK.		COMMON STOCK.			
		Amount.	Rate per cent.	Amount.	Rate per cent.		
73	Michigan Central.....			\$749,520	4	\$1,113,408	\$143,947
74	Joliet & Northern Indiana.....			24,000	8	24,000	8,006
75	Mobile & Ohio (1).....						
76	St. Louis & Cairo.....			13,000	$\frac{1}{2}$	13,000	18,750
77	New York, Chicago & St. Louis	\$250,000	5			250,000	
78	Chicago & State Line.....						300
79	Pawnee.....						
80	Pennsylvania Co. (1).....						
81	Calumet River.....						
82	Pittsburg, Ft. Wayne & Chicago						
83	South Chicago & Southern.....						29,371
84	Peoria & Pekin Union.....			60,000	6	60,000	
85	Peoria, Decatur & Evansville.....						
88	Pittsburgh, Cincin., Chi. & St. L.	455,456	2			455,456	743,656
89	Englewood Connecting.....						
90	Quincy, Omaha & Kansas City.....						87,836
91	Rock Island & Peoria.....			150,000	5	150,000	
92	St. Louis, Alton & Terre Haute (3).....			39,046	1 $\frac{1}{2}$	39,046	13,166
93	Belleville & Carondelet.....						
94	Belleville & Eldorado.....						
95	Belleville & Southern Illinois.....	138,643	19			143,635	
96	Chicago, St. Louis & Paducah.....						13,745
97	St. Louis Southern.....						5,841
99	St. Louis, Belleville & Southern.....						
100	St. Louis, Chicago & St. Paul.....						
101	St. L., Indianap. & E. (Opp.L.&I.S.).....						
103	St. Louis Merchants' Bridge Ter.....						
104	Terminal Railroad Ass'n of St. L.						35,014
105	St. Louis Bridge.....	239,400	6 $\frac{1}{2}$			239,400	
106	Terre Haute & Indianapolis (1).....	108,129	7			108,129	
107	St. L., Vandalia & Terre Haute.....						3,474
108	Terre Haute & Peoria.....						
109	East St. Louis & Carondelet.....						16,187
110	Toledo, Peoria & Western.....						9,088
111	Toledo, St. Louis & Kansas City.....						
113	Wabash.....						31,800
114	Wabash, Chester & Western.....						
115	Wisconsin Central Company.....						
	Totals.....	\$6,329,148		\$16,080,270		\$23,719,789	\$5,322,810

(1) Inserted to show relation of following subsidiary lines.

(3) Three months; balance carried to Ill. Cent. accounts.

## Whole Line--Concluded.

24	25	26	27	28	29	30	
Deficit from operations of year ending June 30, 1896.	Surplus on June 30, 1895.	Deficit on June 30, 1895.	Additions for year.	Deductions for year.	Surplus on June 30, 1896.	Deficit on June 30, 1896.	
.....	\$7,029,232	.....	.....	.....	\$7,173,179	.....	73
.....	42,841	.....	.....	.....	50,847	.....	74
.....	18,055	.....	.....	\$608	36,196	.....	75
\$120,379	132,159	.....	.....	.....	11,789	.....	76
.....	180	.....	.....	300	180	.....	77
3,587	.....	\$10,812	.....	.....	.....	\$14,399	78
.....	.....	.....	.....	.....	.....	.....	79
8,741	.....	35,183	.....	.....	.....	43,924	80
.....	.....	80,606	.....	.....	.....	.....	81
29,553	178,415	.....	.....	.....	148,862	51,289	82
147,719	.....	317,920	.....	.....	.....	465,639	83
.....	111,366	.....	.....	339,411	515,611	.....	84
1,875	.....	8,698	.....	.....	.....	10,573	85
.....	.....	15,861	.....	.....	71,975	.....	86
91,747	1,284,234	.....	.....	.....	1,192,487	.....	87
.....	166,793	.....	.....	9,294	170,665	.....	88
3,795	22,629	.....	.....	.....	18,835	.....	89
17,523	.....	273,268	.....	.....	.....	290,891	90
85,001	83,765	.....	\$43,737	.....	42,501	.....	91
.....	.....	290	.....	.....	13,455	.....	92
.....	19,758	.....	20,859	.....	46,458	.....	93
67	.....	190,609	.....	.....	.....	190,676	94
66,996	.....	119,420	60	1,703	.....	188,060	95
39,043	15,197	.....	.....	.....	.....	23,846	96
99,146	.....	791,877	.....	.....	.....	891,023	97
.....	240,142	.....	.....	.....	275,156	.....	98
.....	.....	.....	.....	.....	.....	.....	99
.....	379,351	.....	.....	.....	.....	.....	100
23,925	.....	13,904	.....	.....	382,855	.....	101
.....	27,609	.....	150	.....	43,946	37,829	102
.....	.....	215,199	.....	.....	.....	206,111	103
187,863	.....	984,786	.....	12,000	.....	1,184,649	104
.....	.....	1,239,092	264,889	41,243	.....	(4) 981,646	105
739	.....	48,651	.....	.....	.....	49,390	106
166,666	.....	529,356	.....	121,113	.....	817,135	107
.....	.....	.....	.....	.....	.....	.....	108
\$3,388,962	\$65,830,670	\$25,950,003	\$3,331,057	\$10,062,651	\$64,421,886	\$29,338,965	109
.....	.....	.....	.....	.....	.....	.....	110
.....	.....	.....	.....	.....	.....	.....	111
.....	.....	.....	.....	.....	.....	.....	112
.....	.....	.....	.....	.....	.....	.....	113
.....	.....	.....	.....	.....	.....	.....	114
.....	.....	.....	.....	.....	.....	.....	115

(4) Carried to profit and loss.





for the Year Ending June 30, 1896.

from Operation.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.				
Freight Revenue.	Revenue per ton per mile. Cents.	Total freight earnings including stock yards, elevators and miscellaneous.	Freight earnings per train mile. Dollars and Cents.	Proportions to total earnings. 100×Col. 11÷Col. 16	Balance of car mileage and switching charges.	Telegraph rentals and other sources.	Total earnings from operation. Cols. 6+11+14+15.	Total earnings per train mile.	Proportion to total income. 100×Col. 16÷Col. 21	
\$942,478	.....	\$949,764	.75588	68.91	\$23,365	\$7,008	\$1,377,474	.67433	100.00	1
86,208	.328	86,414	.138614	51.75	.....	.....	166,985	.95484	100.00	5
1,575,995	.668	1,575,995	1.27959	59.16	30,914	52,833	2,583,358	1.05729	100.00	6
.....	.....	.....	.....	.....	683,130	.....	683,130	.....	100.00	7
62,204	.....	62,204	.....	62.67	.....	10,670	99,234	.....	100.00	8
3,911,457	.894	3,911,457	1.69316	55.19	.....	12,685	6,090,821	1.44815	96.14	9
.....	.....	.....	.....	.....	334,301	.....	334,301	.....	99.06	10
1,892,785	.540	1,914,288	2.01041	72.14	.....	60,275	2,580,630	1.55589	98.62	11
230,122	.621	230,122	1.04726	52.31	.....	3,329	417,903	.89289	81.38	12
2,922,008	1.020	2,924,932	1.45241	76.14	.....	15,060	4,014,004	1.26502	98.06	13
.....	.....	.....	.....	.....	530,021	.....	726,077	.....	92.88	14
.....	.....	.....	.....	.....	.....	.....	699,776	.65071	94.32	15
134,549	1.392	134,549	1.41734	72.14	.....	27,411	184,688	1.19570	100.00	16
456,342	.617	456,342	1.62051	79.01	.....	5,419	574,860	1.33241	100.00	17
4,190,306	.876	4,197,049	4.45449	60.52	116,472	103,753	6,404,613	1.36198	91.86	18
673,188	.....	673,188	.....	74.12	.....	2,178	893,643	.77976	99.88	19
1,162,712	.650	1,162,712	3.29889	60.13	914,082	.....	2,076,794	1.52165	100.00	20
3,403,923	.....	3,403,923	1.98654	71.47	.....	20,035	4,755,019	1.56335	99.99	21
71,277	.823	71,277	1.20900	76.16	.....	497	94,679	.71439	100.00	22
725,400	.645	725,400	1.33848	75.70	10,644	.....	952,866	1.01298	99.54	23
2,823,180	1.017	2,823,180	1.39271	66.14	.....	81,047	4,257,292	1.23316	97.11	24
2,247,953	.631	2,247,953	1.54386	63.01	.....	64,091	3,591,959	1.32059	99.71	25
69,340	.579	69,340	1.20695	70.31	.....	3,593	86,954	1.23232	100.00	26
483,229	.606	483,229	1.34551	70.64	.....	584	715,845	1.15093	100.00	27
.....	.....	.....	.....	.....	163,974	.....	163,974	.....	100.00	28
1,200,190	.646	1,200,190	1.90285	97.64	.....	20,324	1,241,420	1.94189	100.00	29
22,109	1.109	22,109	2.8117	50.35	.....	.....	43,947	.55987	100.00	30
8,291,008	.693	8,297,446	1.41000	64.13	11,201	861,600	12,707,836	2.06600	98.74	31
148,528	1.063	148,588	1.85476	59.38	.....	.....	241,003	1.06000	100.00	32
358,353	.904	358,553	1.90825	90.12	.....	2,751	391,460	1.06292	99.99	33
384,787	1.03	385,087	1.72258	88.14	.....	224	555,141	1.02298	100.00	34
114,570	1.674	119,003	.....	57.84	.....	11,851	219,830	.82180	100.00	35
37,984	2.885	37,984	1.03320	57.68	.....	67	63,546	.62000	100.00	36
375,696	.632	375,696	1.65390	66.41	10,905	13,517	573,410	1.38177	100.00	37
218,621	.803	246,586	4.77269	56.02	.....	3,523	466,122	1.39535	98.94	38
.....	.....	.....	.....	.....	.....	.....	563,671	.58726	100.00	39
602,518	.875	602,518	1.63636	60.21	.....	8,442	959,482	1.27525	100.00	40
352,007	.890	352,007	1.59785	68.43	.....	.....	549,544	1.36985	98.13	41
693,290	.670	696,290	.98940	72.04	3,264	.....	909,429	.90693	100.00	42
49,818	.431	49,818	1.26977	50.73	.....	156	97,040	1.05072	99.54	43
7,407	.837	7,407	.57573	74.80	.....	2	10,870	.63362	100.00	44

Table IV.—

## A. Earnings

1	2	3	4	5	6	7	8
NAME OF COMPANY.	EARNINGS ARISING FROM PASSENGER SERVICE.						
	Passenger Revenue.	Revenue per passenger per mile, Cents.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile, Dollars and Cents.	Proportions to total earnings, 100×Col. 6÷Col. 16
82 Pitts., Ft. W. & Chi. (O.&F)	\$73,354	2.034	\$12,586	\$10,105	\$98,927	1.15893	21.46
83 South Chicago & Southern.	7,782	1.570		707	8,492	.41813	11.02
84 Peoria & Pekin Union .....	20,139		1,782		21,921		2.84
85 Peoria, Decatur & Evansville	190,496	2.394	23,597	17,060	231,153	.55505	35.72
88 Pitts., Cin., Chi. & St. Louis	84,361	2.003	16,045	10,464	113,817	1.02770	26.36
89 Englewood Connecting....							
90 Quincy, Omaha & Kansas C.	76,637	3.350	12,754	7,500	96,890	.57356	33.21
91 Rock Island & Peoria .....	123,933	2.584	10,444	7,500	143,932	.72229	23.61
92 St. L., Alton & T. Haute (3).							
99 St. L., Belleville & Southern	1,442				1,442		9.64
100 St. Louis, Chicago & St. Paul	62,625	1.936	7,880	4,473	75,085	.45533	26.12
101 St. L., Ind. & E'n (Op.I.&I.S)	3,797	2.859		352	4,148	.85489	9.87
103 St. L. Merchants' Bridge Ter	13,409	.695	604	3,744	17,757		6.29
104 Term. Railroad Ass'n of St. L	156,648	6.921	12,500	26,879	196,027		24.36
106 Terre Haute & Indianap. (1).							
107 St. L., Vandalia & T. Haute	428,257	2.356	201,391	64,482	694,927	.89896	41.84
108 Terre Haute & Peoria .....	96,811	2.488	12,989	6,778	116,939	.52171	28.63
109 E. St. Louis & Carondelet.							
110 Toledo, Peoria & Western...	278,648	2.382	26,841	15,000	327,739	.92501	32.76
111 Toledo, St. L. & Kansas City	135,141	1.701	18,945	20,000	180,862	.62680	22.89
113 Wabash .....	1,079,992	2.038	152,032	104,619	1,362,190	.81410	32.47
114 Wabash, Chester & Western	26,220	2.515	5,668	1,980	34,309	.61765	37.64
115 Wisconsin Central Company	152,072	1.693	8,534	13,103	217,996	1.10295	31.31
Totals .....	\$17,921,740	2.365	\$2,340,451	\$1,620,263	\$22,558,517	.80614	28.25

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for Illinois.

(3) Included in Illinois Central account.



Concluded.

from Operation.

9	10	11	12	13	14	15	16	17	18
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.		
Freight Revenue.	Revenue per ton per mile. <i>Cents</i> .....	Total freight earnings including stock yards, elevators and miscellaneous.	Freight earnings per ton, mile. <i>Dollars and Cents.</i>	Proportion to total earnings 100×Col. 11÷Col. 16 .....	Balance of car mileage and switching charges.....	Telegraph rentals and other sources.	Total earnings from operation. Cols. 6+11+14+15.	Total earnings per train mile.	Proportion to total income, 100×Col. 16÷Col. 24 .....
\$285,896	.647	\$285,896	1.85258	60.91	4,122	\$87,591	\$476,536	1.95693	100.00
52,461	.839	52,461	3.00740	67.12	.....	14,135	75,088	1.98108	100.00
63,182	.....	63,182	.....	8.52	335,686	151,145	671,934	.....	100.00
517,439	1.150	517,439	1.35122	60.15	30,835	6,734	786,161	1.98346	98.13
264,507	.648	264,507	1.55720	72.09	79,394	8,386	466,104	1.66145	99.75
.....	.....	.....	.....	.....	9,380	3,554	14,934	.....	100.00
192,138	3.734	192,138	1.91684	66.43	.....	713	289,742	1.07692	100.00
474,117	1.347	474,117	1.84046	73.26	.....	2,518	620,567	1.35827	98.44
.....	.....	.....	.....	.....	.....	.....	.....	.....	92
13,238	.....	13,238	.....	57.65	.....	700	15,380	.....	100.00
175,357	1.237	175,357	1.31054	65.19	24,955	15,196	290,532	1.98000	100.00
38,529	3.333	38,529	1.20133	90.13	.....	.....	42,676	1.16717	100.00
208,297	3.457	208,297	.....	73.61	60,742	.....	286,796	.....	100.00
487,038	9.395	487,038	.....	72.14	126,353	2,360	811,778	.....	89.85
.....	.....	.....	.....	.....	.....	.....	.....	.....	106
999,433	.844	999,433	.....	58.01	3,463	.....	1,697,823	1.05593	100.00
308,929	.746	308,929	1.31336	71.37	.....	48	425,915	.92743	100.00
.....	.....	.....	.....	.....	73,242	12,830	86,072	.....	100.00
619,792	1.207	619,893	1.33738	61.90	9,738	52,901	1,010,270	1.23534	100.00
621,440	.514	621,440	1.49957	77.11	.....	.....	802,302	1.10411	100.00
2,826,851	.696	2,906,858	1.34320	67.53	.....	.....	4,269,048	1.13001	99.17
57,808	1.907	57,808	1.24689	62.36	.....	.....	92,117	.90391	100.00
467,909	1.010	471,273	2.40155	67.92	6,727	163	696,159	1.77071	96.07
\$49,598,893	1.248	\$49,771,234	1.59212	64.68	\$3,977,110	\$1,851,889	\$78,158,750	1.16527	93.66

TABLE IV.—*Earnings and Income in Illinois for Year Ending June 30, 1896.*B.—*Income from Property Owned but not Operated.*

NAME OF COMPANY.		19	20	21	22	23	24	
		INCOME FROM PROPERTY OWNED.						
		SOURCE OF INCOME.				Total income from property described. Cols. 19+20+21	Proportion to total income. $100 \times \text{Col. 22} \div \text{Col. 24}$	Total earnings and income. Cols. 16+22.
		Stocks.	Bonds.	Miscellaneous, including rents.				
1	Atchison, Topeka & Santa Fé						\$1,377,445	
5	Baltimore & Ohio (1)						166,985	
6	Baltimore & Ohio & Chicago						2,587,197	
7	Baltimore & Ohio Southwestern	\$805		\$2,434	\$3,839		683,130	
8	Belt Railway of Chicago						99,234	
9	Centralia & Chester						6,351,242	
10	Chicago & Alton	32,50	\$220,950	6,971	260,421	3.86	99,234	
13	Chicago & Calumet			2,272	2,272	.94	336,573	
14	Chicago & Eastern Illinois	67,200	3,531	2,733	73,464	1.38	2,654,094	
15	Chicago & Western Indiana		34,754		34,754	100.00	34,754	
17	Chicago & Grand Trunk		275	96,097	96,372	18.72	514,275	
18	Grand Trunk Junction				193,600	100.00	193,600	
20	Chicago & Indiana State Line				15,566	100.00	15,566	
21	Chicago & Northwestern		4,160	15,566	19,726	1.94	4,093,381	
22	Chicago & Northern Pacific	75,218		57,507	79,378	7.12	783,584	
23	Chicago & South Side Rapid Transit			42,028	42,028	5.68	741,804	
24	Chicago & Texas						184,889	
25	Chicago, Burlington & Northern						574,820	
26	Chicago, Burlington & Quincy (2)			562,206	562,206	8.14	6,966,819	
27	Chicago & Iowa			181,658	181,658	100.00	181,658	
28	Galesburg & Rio			16,966	16,966	100.00	16,966	
29	Illinois Valley & Northern			80,454	80,454	100.00	80,454	
31	Quincy, Alton & St. Louis			42,000	42,000	100.00	42,000	

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for Illinois.



Table IV.—Earnings and Income in Illinois for Year Ending June 30, 1896—Concluded.

B.—Income from Property owned but not Operated.

NAME OF COMPANY.		19	20	21	22	23	24
		INCOME FROM PROPERTY OWNED.					
		SOURCE OF INCOME.			Total income from property described. Cols. 19+20+21	Proportion to total income. 100×Col. 22÷Col. 24.....	Total earnings and income. Cols. 16+22.
		Stocks.	Bonds.	Miscellaneous, including rents.			
90	Quincy, Omaha & Kansas City	\$480			\$9,378	1.56	\$289,742
91	Rock Island & Peoria				89,858		630,425
92	St. Louis, Alton & Terre Haute				359,461	100.00	91
93	Bellefonte & Carondelet				30,000	100.00	359,461
94	Bellefonte & Eldorado				17,677	100.00	30,000
95	Bellefonte & Southern Illinois				142,822	100.00	17,677
96	Chicago, St. Louis & Paducah				64,247	100.00	142,822
97	St. Louis Southern				63,722	100.00	64,247
98	Carbondale & Shawneetown				10,000	100.00	63,722
99	St. Louis, Bellefonte & Southern						10,000
100	St. Louis, Chicago & St. Paul						15,380
101	St. Louis, Indianapolis & Eastern (Opp. I. & L. S.)						290,592
102	St. Louis Merchants' Bridge Terminal						42,676
103	Terminal Railroad Association of St. Louis				91,420	10.15	286,796
104	Terre Haute & Indianapolis				591,900	100.00	903,168
105	St. Louis, Vandalia & Terre Haute (F.)						591,900
106	Terre Haute & Peoria (F.)				509,416	100.00	106
107	Terre Haute & Peoria (O. & F.)				129,090	100.00	509,416
108	Terre Haute & Peoria (O. & F.)						1,697,823
109	East St. Louis & Carondelet (F.)				30,187	100.00	129,090
110	East St. Louis & Carondelet (O. & F.)				30,187	100.00	425,915
	Toledo, Peoria & Western						30,187
							86,072
							1,010,270
							110

111	Toledo, St. Louis & Kansas City .....	.....	.....	.....	.....	.....	.....	.....	802,302	111
113	Wabash .....	34,650	450	85	.....	35,185	.....	.....	4,304,533	113
114	Wabash, Chester & Western .....	.....	.....	.....	.....	.....	.....	.....	92,117	114
115	Wisconsin Central Company .....	24,818	2,745	1,389	.....	28,952	.....	3.93	725,111	115
	Total .....	\$282,156	\$268,279	\$4,797,479		\$5,257,914		6.34	\$83,446,664	

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for Illinois.

TABLE V.—*Expenditures in Illinois.*A.—*Operating Expenses.*

1.	2	3	4	5	6	7	8	9	10	11	
NAME OF COMPANY.	EXPENDITURES ASSIGNABLE TO OPERATION.										SUMMARY OF OPERATING EX- PENSES.
	MAINTENANCE OF WAY AND STRUCTURES.	MAINTENANCE OF EQUIPMENT.		CONDUCTING TRANSPORTATION.		GENERAL EXPENSES.		Proportion of operating ex- penses to operating in- come.....			
		Amount.	Proportion to total operating expenses. 100÷Col. 2÷Col. 10.	Amount.	Proportion to total operating expenses. 100÷Col. 4÷Col. 10.	Amount.	Proportion to total operating expenses. 100÷Col. 6÷Col. 10.		Amount.	Proportion to total operating expenses. 100÷Col. 8÷Col. 10.	
1 Atchison, Topeka & Santa Fe.....	\$258,073 08	21.55	\$162,912 25	13.61	\$729,438 17	60.81	46 843 00	4.03	\$1,197,267 70	86.92	
5 Baltimore & Ohio (4).....	21,563 47	14.59	24,577 98	16.63	95,261 58	64.44	6,422 87	4.34	147,826 17	88.53	
6 Baltimore & Ohio & Chicago.....	262,797 65	15.32	267,043 08	12.07	1,152,628 48	67.19	92,863 79	5.42	1,715,332 00	66.04	
7 Baltimore & Ohio Southwestern.....	58,764 87	11.06	63,439 23	15.08	237,865 09	59.58	39,187 61	6.35	329,246 80	58.44	
8 Belt Railway of Chicago.....	547,781 83	12.92	471,667 91	13.59	2,263,100 18	65.31	182,873 52	8.18	3,464,821 44	51.86	
10 Chicago & Alton.....	14,705 69	12.21	17,909 51	14.58	85,129 12	63.74	5,504 41	3.47	122,848 73	58.00	
13 Chicago & Calumet.....	206,718 04	14.14	291,535 13	19.36	891,475 49	61.00	71,161 00	4.91	1,461,369 66	56.63	
14 Chicago & Eastern Illinois.....	51,478 72	12.45	76,017 92	18.39	272,191 66	66.11	354 46	3.05	2,471,230 16	98.88	
17 Chicago & Grand Trunk.....	569,412 44	20.61	459,618 73	20.65	1,389,703 85	56.23	76,673 22	3.11	2,471,408 24	61.57	
21 Chicago & Northwestern.....	36,941 63	16.10	21,551 53	9.41	130,208 88	56.91	40,086 59	17.58	228,788 63	31.51	
22 Chicago & Northern Pacific.....	11,166 18	8.26	8,340 80	6.03	91,306 27	67.59	24,340 48	18.12	135,153 73	84.01	
23 Chicago & So. Side Rapid Transit.....	23,327 08	17.87	17,880 69	13.31	72,852 54	52.24	19,688 47	16.58	134,398 78	72.08	
24 Chicago & Texas.....											



25	Chicago, Burlington & Northern.	98,298 12	20 77	75,884 68	16 04	284,439 69	60 12	14,525 26	3 07	473,177 75	82 31	25
26	Chicago, Burlington & Quincy (1).	888,254 46	22 18	711,842 32	17 67	2,127,048 66	53 12	277,009 14	6 33	4,004,134 58	62 53	33
27	Chicago Great Western.	123,454 66	15 20	108,051 47	12 79	335,107 41	53 12	30,957 81	1 26	812,661 35	90 34	33
28	Chicago, Lake Shore & Eastern.	331,681 69	8 61	233,922 52	24 13	629,287 27	64 33	30,584 61	2 83	975,076 09	47 30	34
29	Chicago, Milwaukee & St. Paul.	612,860 60	23 21	383,659 90	14 53	1,432,267 79	52 16	143,222 97	40 10	2,640,041 26	55 35	35
30	Chicago, Paducah & Memphis.	28,040 56	35 55	6,438 06	6 23	34,535 39	46 23	9,927 63	11 89	79,041 64	83 00	36
31	Chicago, Peoria & St. Louis.	44,558 17	16 92	29,423 49	12 16	178,940 95	64 21	16,179 58	6 71	263,132 20	71 82	37
32	Chicago, Rock Island & Pacific (2).	843,988 43	27 83	351,243 31	11 39	1,040,486 99	52 71	217,883 16	8 07	3,026,601 89	66 99	38
33	Cleveland, Chicago & St. Louis.	453,285 07	18 59	432,041 45	16 62	1,590,354 34	61 19	94,266 00	3 60	2,593,046 86	72 61	41
34	Cleveland, Chicago & St. Louis.	17,327 32	27 83	8,937 15	14 29	33,546 63	53 56	2,509 68	4 02	62,231 78	71 56	42
35	Kankakee & Seneca.	123,828 58	23 98	107,498 99	20 79	277,945 85	53 56	7,814 36	1 47	517,088 78	72 24	43
36	Peoria & Eastern.	19,757 08	15 39	8,083 79	6 27	85,972 31	70 62	14,597 58	7 72	128,365 76	78 28	45
37	East St. Louis Connecting.	161,369 57	21 49	123,493 92	16 44	416,237 21	55 41	49,865 27	6 66	750,968 97	60 44	46
38	Elgin, Joliet & Eastern.	24,329 82	52 59	4,862 18	10 61	13,912 35	55 14	3,176 18	8 67	46,290 53	105 31	47
39	Hullon County Narrow Gauge.	1,594,647 93	20 74	1,537,807 45	18 53	4,324,653 57	58 43	266,287 70	5 69	7,233,486 65	6 63	48
40	Indianapolis, Decatur & Western.	36,651 40	22 59	22,171 16	13 66	94,774 92	58 43	8,601 69	5 32	162,199 17	67 31	49
41	Indianapolis, Illinois & Iowa.	55,607 23	21 50	27,124 04	10 36	155,564 14	60 13	20,586 38	8 04	258,941 79	66 15	60
42	Iowa Central.	60,324 79	20 57	30,131 86	10 26	171,447 90	55 48	31,196 20	13 69	293,100 75	64 36	61
43	Jacksonville, Louisville & St. Louis.	42,439 35	26 58	16,757 12	11 16	78,373 12	50 14	22,352 23	12 12	149,921 82	75 85	62
44	Litchfield, Carrollton & Western.	20,732 80	36 66	3,885 77	5 14	25,683 19	34 29	6,256 57	21 91	56,558 33	88 96	64
45	Lake Erie & Western.	56,853 76	18 09	47,557 49	13 12	172,043 61	56 27	32,193 23	12 52	308,658 90	53 83	65
46	Lake Shore & Michigan Southern.	41,908 21	11 79	69,978 10	26 29	132,593 56	52 16	5,985 52	9 76	270,465 39	58 02	66
47	Lake Street Elevated.	7,714 74	2 20	17,498 65	6 41	273,974 86	81 41	37,140 93	9 89	336,820 18	54 00	67
48	LaSalle & Bureau County.	2,356 38	100 00									68
49	Louisville & Nashville (4).	187,755 82	26 20	125,816 90	17 18	373,610 54	53 96	29,007 35	2 66	716,180 61	71 64	70
50	Northeast & St. Louis.	66,443 43	18 09	55,548 25	15 65	225,011 64	60 61	13,915 18	5 05	360,918 50	63 47	73
51	Michigan Central.											75
52	Mobile & Ohio (1).	152,561 46	23 19	86,189 93	13 08	381,686 94	50 41	38,505 35	4 33	658,943 68	72 64	76
53	St. Louis & Cairo.	10,326 25	10 61	12,921 41	11 29	62,969 06	54 61	2,030 32	23 49	87,867 04	90 55	77
54	New York, Chicago & St. Louis.	7,144 63	63 24	270 23	3 14	342 18	30 48	119 32	1 34	10,364 42		79
55	Pawnee.											80
56	Pennsylvania Co. (4).											
57	Phenixburg, Ft. Wayne & Chicago.	153,171 96	16 03	235,792 46	24 41	543,609 46	50 13	5,238 33	5 43	937,812 21	62 01	82
58	South Chicago & Southern.	8,749 33	26 33	4,388 37	13 46	19,001 47	54 19	433 32	5 42	32,573 11	43 38	83
59	Peoria & Pekin Union.	73,507 98	20 05	44,210 54	12 39	225,902 97	59 42	23,026 95	8 14	366,638 44	54 56	84
60	Peoria, Decatur & Evansville.	144,652 43	26 16	70,993 89	12 14	290,701 02	54 03	46,518 07	7 66	532,845 47	70 32	85
61	Phenixburg, Cin., Chi. & St. L.	64,572 80	10 97	74,045 80	13 26	41,762 10	71 13	7,466 70	3 64	587,847 40		88
62	Englewood Connecting.	9,318 82	66 71			4,649 03	33 29	2,463 57		13,967 85	43 53	89
63	Quincy, Omaha & Kansas City (3).	12,433 06	25 66	3,371 96	8 54	23,461 03	54 16	2,613 57	7 66	41,909 54	61 31	90
64	Rock Island & Peoria.	131,148 85	26 32	106,544 37	20 67	228,595 20	47 27	29,883 98	5 14	457,173 40	78 50	91
65	St. Louis, Alton & Terre Haute.	31,415 56	17 94	33,574 98	18 16	98,576 02	55 16	11,300 97	8 74	175,167 53	53 18	92
66	St. Louis, Belleville & Southern.	3,099 78	20 05	734 92	4 21	6,151 61	41 13	5,464 40	34 61	15,460 71	100 43	99
67	St. Louis, Chicago & St. Paul.	43,948 87	16 32	47,379 00	18 02	121,015 70	48 19	43,410 19	16 27	255,753 77		101
68	St. Louis Merchants' Bridge Ter.	26,147 35	17 80	16,766 78	13 26	93,479 55	61 81	10,423 33	7 13	146,817 01	51 19	103



TABLE V.—*Expenditures in Illinois—Concluded.*A.—*Operating Expenses.*

NAME OF COMPANY.	1	2	3	4	5	6	7	8	9	10	11
	EXPENDITURES ASSIGNABLE TO OPERATION.										
	MAINTENANCE OF WAX AND STRUCTURES.		MAINTENANCE OF EQUIPMENT.		CONDUCTING TRANSPORTATION.		GENERAL EXPENSES.		SUMMARY OF OPERATING EXPENSES.		
	Amount.	Proportion to total operating expenses. 100÷Col. 2 ÷ Col. 10.	Amount.	Proportion to total operating expenses. 100÷Col. 4 ÷ Col. 10.	Amount.	Proportion to total operating expenses. 100÷Col. 6 ÷ Col. 10.	Amount.	Proportion to total operating expenses. 100÷Col. 8 ÷ Col. 10.	Total operating expenses. Cols. 2+4+6+8.		
104	Terminal Railroad Ass'n of St. L.....	\$85,747 91	11.94	\$30,026 80	10.20	\$207,021 32	63.14	\$25,546 77	14.72	\$299,242 80	36.84
106	Terre Haute & Indianapolis (4).....	317,279 24	20.62	268,169 52	10.71	885,858 35	65.48	67,611 19	3.19	1,538,918 30	90.64
107	St. L., Vandalia & Terre Haute.....	88,843 85	22.84	56,531 58	14.51	224,278 75	57.14	19,237 24	5.41	388,891 42	91.31
108	Terre Haute & Peoria.....	15,482 06	29.59	3,815 69	8.29	30,085 00	55.09	2,947 35	17.06	52,330 10	60.80
109	East St. Louis & Carondelet.....	214,881 67	28.78	74,222 17	10.14	429,170 32	56.33	31,359 06	4.75	747,632 22	74.00
110	Toledo, Peoria & Western.....	109,821 55	17.55	93,100 03	14.29	335,973 91	60.14	26,554 03	8.02	625,449 52	779.56
111	Toledo, St. Louis & Kansas City.....	630,584 00	20.14	608,424 99	18.96	1,817,729 06	58.64	73,237 58	4.85	3,129,985 72	72.12
113	Wabash.....	15,582 68	29.71	5,878 51	10.12	28,416 46	54.36	2,558 30	5.89	52,435 95	59.07
114	Wabash, Chester & Western.....	56,229 28	13.69	45,151 20	10.91	260,601 40	63.37	49,223 59	12.63	411,215 47	59.07
115	Wisconsin Central Company.....										
	Totals.....	\$10,062,233 74	20.32	\$7,311,755 97	14.74	\$29,595,681 80	59.78	\$2,554,975 54	5.16	\$49,524,677 05	63.11



TABLE V.—*General Expenditures in Illinois*—Continued.B.—*Fired Charges and Summary of Operating Expenses and Fired Charges.*

NAME OF COMPANY.	12	13	14	15	16	17	18	19	20	
	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.					SUMMARY AND DEDUCTIONS.	Total of operating expenses and fixed charges, Cols. 10+12	Proportion assignable to operation. 100× Col. 10÷ Col. 17.....	Proportion assingable to fixed charges. 100× Col. 12÷ Col. 17.....	Av'ge cost per train mile of all trains earning revenue. <i>Dollars and cents.</i>
	DESIGNATION.									
	Amount Cols. 13+14 +15+16.									
		Interest.	Rents.	Taxes.	Miscellaneous.					
33 Chicago Great Western.....	\$83,510	\$53,288		\$42,222		\$806,169	89.66	10.34	.878	
34 Chicago, Lake Shore & Eastern.....	551,122	120,360		30,762		1,526,195	63.36	36.04	1.110	
35 Chicago, Milwaukee & St. Paul.....	544,966	350,596		11,492		3,176,973	83.15	16.84	1.044	
36 Chicago, Paducah & Memphis.....	96,210	78,750		11,377		175,200	45.65	54.35	1.312	
37 Chicago, Peoria & St. Louis.....	139,592	61,321		\$18,306		819,288	31.70	68.30	1.489	
38 Chicago, Rock Island & Pacific.....	1,132,169	830,544		101,756		4,004,770	75.59	24.41	1.360	
39 Peoria & Bureau Valley.....	1,286			219,799		1,286		100.00		
40 Cleveland, Cincinnati, Chicago & St. Louis.....	824,537	685,164		123,959		3,423,584	75.33	24.07	1.263	
41 Kanakakee & Seneca.....	47,603	39,000		8,609		72,329	86.05	13.95	1.025	
42 East St. Louis Connecting.....	136,622	157,715		3,286		710,718	72.76	27.25	1.141	
43 Elgin, Joliet & Eastern.....	47,688	30,545		3,000		176,052	72.95	27.04		
46 Fulton County Narrow Gauge.....	361,676	305,267		37,304		1,112,641	67.49	32.51	1.741	
47 Illinois Central.....	37,367	33,942		3,410	15	83,646	55.34	44.66	1.064	
48 Blue Island.....	2,533,517	942,453		787,965	512,342	10,257,002	75.43	24.57	1.012	
49 Chicago, Havana & Western.....	5,000					5,000		100.00		
50 Chicago, Madison & Northern.....	136,028	136,028				136,028		100.00		
51 Chicago, Madison & Northern.....	343,500	343,500				343,500		100.00		
52 Rantoul.....	51,139	51,139				51,139		100.00		
53 South Chicago.....	10,000	10,000				10,000		100.00		
54 Indianapolis, Decatur & Western.....	70,945	22,800		17,200	30,945	233,142	69.43	30.57	1.025	
55 Indiana, Illinois & Iowa.....	51,529	34,540	1,140	15,859		310,481	83.41	16.59	1.292	

NAME OF COMPANY.

631	Iowa Central.....	98,002	56,696	15,177	9,657	74.99	25.01	1,120
632	Jacksonville, Louisville & St. Louis.....	30,316	6,752		13,541	88.73	11.27	629
633	Litchfield, Carrollton & Western.....	3,794			2,536	98.39	1.61	592
634	Lake Erie & Western.....	151,891	78,026		41,093	400,387	67.02	1,502
635	Lake Erie & Michigan Southern.....	132,923	31,800	1,908	98,445	403,386	56.31	1,723
636	Lake Shore & Michigan Southern.....	236,041	235,925		14,116	337,266	17.37	1,580
637	Lake Street Elevated.....	8,117			884	20,210	11.67	68
638	Louisville & Bureau County.....							69
639	Louisville & Nashville (I.).....	269,906	260,190		39,716	1,016,095	71.35	1,349
640	Southeast & St. Louis.....	37,141	14,834	57,356	24,951	438,058	79.36	1,269
641	Michigan Central.....	36,733	36,089		644	36,733	100.00	74
642	Joliet & Northern Indiana.....							75
643	Mobile & Ohio (I.).....							76
644	St. Louis & Cairo.....	218,738	160,000		36,965	577,680	76.41	585
645	St. Louis & Chicago & St. Louis.....	70,109	27,195	182	37,579	157,976	58.35	1,721
646	New York, Chicago & St. Louis.....	100	40			400	100.00	78
647	Chicago & State Line.....				417	14,552	72.37	848
648	Pawnee.....	3,539	3,183					79
649	Pennsylvania Co. (I.).....							80
650	Calumet River.....	3,350	3,350			3,350	100.00	81
651	Pittsburgh, Ft. Wayne & Chicago (F.).....	30,870	30,870			30,870	100.00	82
652	Pittsburgh, Ft. Wayne & Chicago (O. & F.).....	252,142		124,065	127,477	1,189,953	79.43	4,887
653	South Chicago & Southern (F.).....	7,063				7,063	100.00	83
654	South Chicago & Southern (O. & F.).....	42,516		36,434	3,551	42,516	100.00	1,989
655	Peoria & Pekin Union.....	157,455			27,261	641,487	58.79	41
656	Peoria, Decatur & Evansville.....	397,264	276,621	30,131	42,044	920,108	59.98	1,150
657	Pittsburgh, Cincinnati & St. Louis.....	444,566	64,459		124,229	1,032,410	57.65	3,673
658	Englewood Connecting.....	2,842				16,800	83.13	89
659	Quincy, Omaha & Kansas City.....	24,275	6,250		13,025	201,906	20.46	79
660	Rock Island & Peoria.....	451,402	42,000		43,000	672,171	86.57	1,252
661	St. Louis, Alton & Terre Haute.....	33,796	29,100	317,521	12,000	636,627	79.48	3,271
662	Belleville & Carondelet.....	35,706	35,200			33,796	100.00	93
663	Belleville & Eldorado.....	84,189	84,189			35,200	100.00	94
664	Belleville & Southern Illinois.....	50,503	50,503			84,189	100.00	95
665	Chicago, St. Louis & Paducah.....	57,881	47,828	10,000	52	50,503	100.00	96
666	St. Louis Southern.....	10,000	10,000			57,881	100.00	97
667	Carondelet & Shawneetown.....					10,000	100.00	98
668	St. Louis, Belleville & Southern.....	101,971	85,398		16,033	15,461	100.00	99
669	St. Louis, Chicago & St. Paul.....	17,022	5,335		12,107	357,723	71.21	1,206
670	St. L., Indianapolis & Eastern (Op. I. & S.).....	194,104	87,500		12,107	65,241	100.00	1,781
671	St. Louis Merchants' Bridge Terminal.....	733,635	268,000	75,746	13,986	340,919	43.07	593
672	Terminal Railroad Association of St. Louis.....	352,500	350,000	448,244	34,023	1,092,875	71.24	1,034
673	St. Louis Bridge.....				2,500	352,000	100.00	1,005
674	Terre Haute & Indianapolis (I.).....							106
675	St. Louis, Vandalia & Terre Haute (F.).....	397,813	314,930		61,533	397,813	100.00	1,07
676	St. Louis, Vandalia & Terre Haute (O. & F.).....	504,347		504,347		2,048,204	75.05	1,274
677	Terre Haute & Peoria (F.).....	153,016	107,675		1,155	153,016	100.00	108
678	Terre Haute & Peoria (O. & F.).....	127,75			127,75	516,663	77.19	1,129
679	East St. Louis & Carondelet (F.).....	14,000	14,000		100.00	14,000	100.00	109
680	East St. Louis & Carondelet (O. & F.).....	3,650		3,650		55,97	96.34	3.66

TABLE V.—General Expenditures in Illinois—Continued.

## B.—Fixed Charges and Summary of Operating Expenses and Fixed Charges.

NAME OF COMPANY.	12	13	14	15	16	17	18	19	20	
	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.						SUMMARY AND DEDUCTIONS.			
	DESIGNATION.						Total of operating expenses and fixed charges. Cols. 10+12	Av'ge cost per train mile of all trains earning revenue. <i>Dollars and cents.</i>		
								Proportion assignable to fixed charges. 100× Col. 12÷ Col. 17.....		Proportion assignable to operation. 100× Col. 10÷ Col. 17.....
	Amount Cols. 13+14 +15+16.	Interest.	Rents.	Taxes.	Miscellaneous.					
110	\$253,549	\$211,700	.....	\$11,849	.....	\$1,001,181	74.75	25.25	1.224	
111	255,043	216,000	.....	39,043	.....	880,490	71.04	18.96	1.251	
113	899,702	661,311	.....	129,919	\$15,255	3,347,190	93.96	6.04	.886	
114	40,476	34,500	.....	5,976	.....	92,912	56.67	43.33	.912	
115	413,533	.....	383,096	15,701	14,736	824,747	49.86	50.14	2.091	
	\$24,414,806	\$15,011,658	\$3,026,653	\$4,214,389	\$2,162,106	\$73,939,483	66.89	33.11	1.339	

(1) Inserted to show relation of following subsidiary lines.  
(2) Estimated for Illinois.





TABLE IV.—*Passenger and Freight Traffic in*

	1	2	3	4	5	6
		PASSENGER TRAFFIC.				
	NAME OF COMPANY.	Number of passengers carried earning revenue .....	Number of passengers carried one mile.....	Average distance carried, in miles.	Average amount received from each passenger, <i>dollars and cents</i>	Passenger carried, in millions per mile of road.....
3	Atchison, Topeka & Santa Fé .....					\$1,348
5	Baltimore & Ohio (1) .....					
6	Baltimore & Ohio & Chicago.....	100,134	1,774,064	17.72	.58468	3,137
7	Baltimore & Ohio Southwestern.....	1,033,325	39,156,916	37.89	.64882	2,460
8	Belt Railway of Chicago.....					
10	Chicago & Alton.....	1,982,454	88,720,086	44.75	.93615	3,731
13	Chicago & Calumet.....					
14	Chicago & Eastern Illinois.....	2,631,957	34,573,907	13.11	.19650	2,276
17	Chicago & Grand Trunk .....	923,413	13,202,264	14.30	.17267	6,018
21	Chicago & Northwestern .....	1,803,907	42,928,283	23.80	.49126	1,808
22	Chicago & Northern Pacific .....					1,893
23	Chicago & South Side Rapid Transit	13,995,789			.05000	81,949
24	Chicago & Texas .....	42,747	699,251	15.89	.41669	314
25	Chicago, Burlington & Northern.....	96,264	4,428,153	46.00	.94203	1,036
26	Chicago, Burlington & Quincy (2) ...	7,078,720	259,360,058	26.90	.52701	1,381
33	Chicago Great Western .....					1,226
34	Chicago, Lake Shore & Eastern.....					
35	Chicago, Milwaukee & St. Paul .....					3,927
36	Chicago, Paducah & Memphis.....	41,645	467,450	14.00	.41000	216
37	Chicago, Peoria & St. Louis.....	277,116	7,992,730	31.69	.69152	479
38	Chicago, Rock Island & Pacific (3)...	2,619,140	101,298,589	38.67	.81546	1,516
41	Cleveland, Cincinnati, Chi. & St. L.	1,462,005	53,715,009	36.70	.72343	2,657
42	Kankakee & Seneca.....	20,763	348,148	16.80	.47145	313
43	Peoria & Eastern .....	238,747	8,505,639	35.60	.79122	1,760
46	Elgin, Joliet & Eastern .....	30,022	546,551	18.21	.46364	126
47	Fulton County Narrow Gauge.....	34,493	699,786	23.60	.40590	358
48	Illinois Central .....	11,389,320	151,349,493	13.29	.24563	2,393
59	Indianapolis, Decatur & Western .....	102,843	3,535,762	34.38	.68315	1,211
60	Indiana, Illinois & Iowa.....	38,136	744,644	19.53	.50716	397
61	Iowa Central .....	125,691	2,225,940	18.00	.46805	752
63	Jacksonville, Louisville & St. Louis.	134,069	3,004,024	22.40	.49388	592
64	Litchfield, Carrollton & Western .....	35,238	709,095	20.00	.62046	441
65	Lake Erie & Western.....	235,971	6,322,577	26.79	.63569	1,432
66	Lake Shore & Michigan Southern .....	1,141,694	7,291,983	6.38	.12641	15,212
67	Lake Street Elevated .....	10,841,384			.05000	81,388
69	Louisville & Nashville (1) .....					
70	Southeast & St. Louis .....	291,500	11,528,904	39.60	.91700	1,932
73	Michigan Central.....	356,261	6,871,463	19.29	.43610	3,414
75	Mobile & Ohio (1) .....					
76	St. Louis & Cairo.....	228,975	8,342,179	36.43	.67836	1,307
77	New York, Chicago & St. Louis.....	91,596	1,633,450	17.80	.46554	2,564
79	Pawnee.....	11,318	90,554	8.00	.23588	385
80	Pennsylvania Co. (1) .....					
82	Pittsburgh, Ft. Wayne & Chicago..	126,040	3,605,516	28.60	.58199	6,062
83	South Chicago & Southern.....	121,192	496,610	4.09	.06421	829
84	Peoria & Pekin Union.....					
85	Peoria, Decatur & Evansville .....	318,492	7,956,051	24.98	.59812	789
88	Pittsburgh, Cincinnati, Chi. & St. L.	143,767	4,211,027	29.29	.58679	4,066
90	Quincy, Omaha & Kansas City.....	98,249	2,287,237	23.28	.78003	698
91	Rock Island & Peoria .....	185,469	4,795,814	25.86	.66821	1,220



## Illinois for Year Ending June 30, 1896.

7	8	9	10	11	12	13	14	15	
FREIGHT TRAFFIC.					Gross earnings from operation per mile of road.....	Expenses per mile of road.....	Net earnings per mile of road.....	Net loss per mile of road.....	
Number of tons of freight carried earning revenue.	Number of tons carried one mile..	Average distance haul of one ton, in miles.....	Average amount received for each ton of freight, Dollars and cents	Freight earnings per mile of road..					
				\$3,222	\$4,673	\$4,061	\$611		1
1,325,438	26,243,563	19.80	.06504	3,754	6,503	5,757	746		5
1,560,257	235,873,149	151.17	1.01009	4,196	6,879	4,568	2,311		6
				32,057	22,057	18,735	13,322		7
3,265,367	437,666,820	134.03	1.19786	6,735	10,488	5,966	4,522		8
					5,851	3,394	2,457		10
2,662,374	350,285,275	131.60	.71094	7,190	9,692	5,489	4,203		13
1,200,889	37,065,312	30.60	.19004	7,508	13,635	13,482	153		14
2,039,584	286,383,490	140.00	1.43265	4,924	6,758	4,161	2,597		17
					15,972	5,033	10,939		21
					51,949	60,472	21,477		22
371,226	9,668,074	26.04	.36245	1,869	2,551	1,856	695		23
1,004,563	74,020,719	73.50	.15427	4,181	5,267	4,335	932		14
7,979,647	1,913,994,180	185.00	1.36860	2,918	4,552	2,783	1,669		25
				3,783	5,021	4,566	455		26
1,958,118	176,230,620	90.00	.59879	7,251	7,251	3,404	3,846		33
				10,043	14,029	7,765	6,264		34
135,509	8,672,576	64.00	.52600	672	888	745	143		35
1,141,637	104,973,596	90.64	.65180	1,601	2,080	1,569	511		36
2,817,420	555,003,515	196.99	2.00409	3,162	4,769	3,195	1,574		37
2,253,767	355,972,515	157.95	.99742	4,666	7,456	5,395	2,061		38
420,841	11,966,644	28.44	.16477	1,648	2,066	1,479	587		41
504,864	79,796,876	158.06	.95715	3,665	5,429	3,922	1,507		12
3,093,098	185,907,648	60.10	.38800	7,218	7,466	4,516	2,950		43
31,746	984,126	31.00	.60643	1,362	721	759	888		46
8,025,273	1,195,774,281	149.00	1.08311	5,636	8,621	5,240	3,381		47
134,460	13,977,828	103.95	1.10462	1,950	3,160	2,127	1,033		838
727,558	39,619,685	54.99	.49733	4,688	5,121	3,388	1,733		48
519,601	35,219,080	68.00	.74054	4,129	4,884	3,143	1,741		59
151,658	6,842,774	49.21	.75545	898	1,579	1,198	381		60
51,475	1,330,474	25.80	.74567	657	1,099	978	121		61
374,414	59,490,764	158.89	1.00342	3,104	4,737	2,550	2,187		63
2,988,136	27,233,816	9.11	.07316	17,588	33,247	17,291	13,956		64
					81,338	44,333	37,005		65
									66
1,013,208	68,804,529	67.90	.59400	3,340	5,318	3,969	1,049		67
1,919,855	39,537,640	21.00	.18000	7,174	10,588	7,355	3,233		69
									70
878,338	104,001,476	118.41	.79274	4,336	5,663	4,103	1,560		71
866,742	10,151,356	11.70	.05748	2,713	5,285	4,786	499		72
14,670	80,020	6.00	.50489	823	1,207	1,217		10	73
									74
371,497	44,207,675	28.60	.76958	17,518	20,199	57,454		28,265	75
737,129	6,252,759	8.48	.07117	5,118	7,326	3,478	4,148		76
					37,042	20,212	16,830		77
554,199	45,000,126	81.20	.93967	1,765	2,551	1,886	665		78
297,622	40,809,364	29.29	.88873	9,450	16,652	21,002		4,850	79
131,692	5,145,206	39.07	1.45900	1,384	2,086	1,274	633		80
639,089	35,201,022	55.08	.74186	4,018	5,259	4,129	494		81

Table VI—

	1	2	3	4	5	6
NAME OF COMPANY.	PASSENGER TRAFFIC.					Passenger carried per mile of total.....
	Number of passengers carried earning revenue .....	Number of passengers carried one mile.....	Average distance carried, in miles.	Average amount received from each passenger, Dollars and cents		
92 St. Louis, Alton & Terre Haute (4)...	91,560	2,708,872	29.58	71597		346
100 St. Louis, Chicago & St. Paul.....	152,972	3,234,994	21.00	40939		676
101 St. L., Indianap. & E'n (Opp.L.&I.S.)	9,484	132,770	14.00	40035		77
103 St. Louis Merchants' Bridge Term'l.	448,556	1,928,791	4.30	29890		2,055
104 Term. Railroad Ass'n of St. Louis....	1,484,988	2,263,262	1.52	10520		128,965
106 Terre Haute & Indianapolis (1) .....						
107 St. Louis, Vandalia & Terre Haute	381,341	18,176,905	47.67	1,12303		4,390
108 Terre Haute & Peoria.....	189,710	3,891,549	20.51	51031		674
110 Toledo, Peoria & Western.....	476,682	11,696,522	24.54	58456		1,323
111 Toledo, St. Louis & Kansas City .....	192,641	7,945,016	41.00	70151		1,003
113 Wabash.....	1,180,680	52,988,993	44.90	91470		2,111
114 Wabash, Chester & Western.....	55,553	1,042,437	18.76	47198		529
115 Wisconsin Central Company.....	230,981	8,982,978	38.89	65837		3,326
Totals .....	65,304,964	1,000,241,353	24.59	50913		82,122

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for Illinois.

(3) Estimated for Illinois.

(4) Three months. Balance included in Illinois Central.

Concluded.

7	8	9	10	11	12	13	14	15	
FREIGHT TRAFFIC.					Gross earnings from operation per mile of road.....	Expenses per mile of road.....	Net earnings per mile of road.....	Net loss per mile of road	
Number of tons of freight carried earning revenue.	Number of tons carried one mile..	Average distance hauled of one ton, in miles.....	Average amount received for each ton of freight, <i>Pollars and cents</i>	Freight earnings per mile of road..					
419,311	23,984,586	57.20	.56055	\$1,007	\$1,378	\$733	\$645	.....	92
307,657	14,163,335	46.00	.56397	1,580	2,618	2,304	315	.....	100
52,532	1,156,704	22.00	.73344	705	782	880	.....	98	101
1,404,186	6,025,100	4.30	.14866	24,108	33,194	16,992	16,202	.....	103
3,409,987	11,969,054	1.52	.14283	320,420	534,065	196,868	337,196	.....	104
								.....	106
1,301,838	118,436,903	90.98	.76771	6,314	10,725	9,722	1,003	.....	107
431,515	41,404,670	95.95	.71587	1,774	2,453	2,240	213	.....	108
729,628	51,358,448	70.39	.84946	2,503	4,079	3,018	1,061	.....	110
506,766	120,910,362	239.00	1.22629	3,447	4,450	3,469	981	.....	111
2,033,570	406,261,785	199.80	1.39010	2,111	6,615	4,850	1,765	.....	113
102,488	3,000,960	29.57	.56405	892	1,421	809	612	.....	114
903,732	46,338,004	51.20	.51780	7,150	10,620	6,273	4,347	.....	115
63,776,151	7,474,397,684	116.59	.78041	\$4,684	\$6,806	\$4,638	\$2,168	.....	

TABLE VII—Classified Freight Traffic in Illinois in Tons, for Year Ending June 30, 1896.

NAME OF COMPANY.	PRODUCTS OF AGRICULTURE.										PRODUCTS OF ANIMALS.			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Grain .....	Flour.....	Other mill products....	Hay.....	Tobacco.....	Cotton.....	Fruit and vegetables..	Live stock...	Dressed meats.....	Other pack- ing-house products....	Poultry, game and fish....	Wool.....	Hides and leather.....	
1 Atchison, Topeka & Santa Fe.....	85,295	31,476	7,180	1,265	102	760	30,880	25,462	9,023	5,048	4,416	4,874	1	5
5 Baltimore & Ohio (3).....	174,515	29,520	18,633	19,861	13,416	5,660	26,218	48,241	30,805	10,442	10,920	3,469	3,907	6
7 Baltimore & Ohio Southwestern.....	452,065	30,887	42,120	5,394	55,410	12,547	127,354	36,757	899	6,561	1,659	958	1,269	7
10 Chicago & Alton.....	244,341	8,172	11,615	19,252	1,078	7,635	25,720	36,757	899	6,561	1,659	958	1,269	8
11 Chicago & Eastern Illinois.....	334,759	8,242	11,615	8,175	328	7,635	14,141	247,611	92,613	29,283	1,630	287	20,049	14
17 Chicago & Grand Trunk.....	48,274	72,385	127,428	2,821	2,771	136,936	276,161	30,317	45,582	15,136	7,019	20,524	20,524	17
21 Chicago & Northwestern.....	38,543	3,538	8,472	1,862	2,711	13,658	2,755	634	22	12	20	3,063	3,063	24
24 Chicago & Texas.....	65,150	3,899	4,269	6,474	242	2,400	4,672	257	757	5	8	572	572	46
30 Chicago, Paducah & Memphis.....	277,120	66,884	30,908	27,743	6,386	15,971	39,544	93,572	31,295	10,353	5,703	1,802	5,484	47
37 Chicago, Peoria & St. Louis.....	112,569	79,515	3,568	4,962	614	3,369	7,964	2,911	1,913	63	1,913	1,913	1,913	48
41 Cleveland, Cincinnati, Chi. & St. L.....	146,184	12,352	18,947	6,774	579	3,667	6,066	31,240	11,841	663	308	1,125	757	49
42 Kankakee & Seneca.....	336,078	3,501	7,797	1,704	579	3,667	1,295	3,222	11,841	663	308	1,125	757	50
43 Peoria & Eastern.....	7,888	224	7,115	1,250	18	200	2,755	634	22	12	20	3,063	3,063	51
46 Elgin, Joliet & Eastern.....	1,467,319	105,246	60,317	78,962	10,566	58,860	245,932	278,119	11,732	97,971	8,538	1,911	16,117	52
47 Fulton County Narrow Gauge.....	81,710	1,231	813	1,805	51	8,060	12,190	8,060	32	443	89	10	67	53
50 Indianapolis, Decatur & Western.....	290,579	13,753	20,911	8,168	319	54,966	3,072	19,066	149,629	33,067	5,321	386	8,346	60
59 Iowa, Central.....	15,436	4,760	1,405	1,129	319	54,966	3,072	30,621	103	3,714	4	105	212	61
61 Lake Erie & Western.....	71,265	3,389	8,301	3,920	2,179	3,262	3,666	8,302	1,037	584	797	18	212	62
65 Lake Erie & Western.....	298,968	19,922	22,728	20,687	2,325	5,060	52,454	107,318	12,987	124,675	6,871	6,871	15,121	63
66 Lake Erie & Michigan Southern.....	118,456	47,961	22,728	17,780	108	553	3,365	31,165	9,085	3,769	2,835	11,183	11,183	64
69 Louisville & Nashville (3).....	325,215	51,926	27,431	17,780	1,960	13,970	29,224	94,856	33,943	171,496	3,769	2,835	11,183	65
70 Southern Central.....	75,901	19,154	30,576	7,190	575	189	506	252	190,322	53,971	548	6,573	7,751	66
73 Michigan Central.....	148,456	150	30,576	7,190	575	189	506	252	190,322	53,971	548	6,573	7,751	67
76 St. Louis & Cairo.....	7,978	120	30,576	7,190	575	189	506	252	190,322	53,971	548	6,573	7,751	68
77 New York, Chicago & St. Louis.....	11,056	5,358	2,571	2,619	77	224	1,944	5,282	556	1,561	253	84	466	69
79 Pennsylvania Co (3).....	4,741	3,556	1,162	1,112	112	224	1,944	5,282	556	1,561	253	84	466	70
80 Pittsburgh, Ft. Wayne & Chicago.....	11,056	5,358	2,571	2,619	77	224	1,944	5,282	556	1,561	253	84	466	71
82 South Chicago & Southern.....	11,056	5,358	2,571	2,619	77	224	1,944	5,282	556	1,561	253	84	466	72
83 South Chicago & Southern.....	11,056	5,358	2,571	2,619	77	224	1,944	5,282	556	1,561	253	84	466	73

84	Peoria & Pekin Union.....	2,789	91	1,370	4,966	2,492	365	72	289	2,479	3,069	2,986	118	1,174	85
85	Peoria, Decatur & Evansville.....	200,227	12,525	6,122	5,845	727	1,331	9,501	16,570	2,479	2,333	304	118	1,174	85
88	Pittsburgh, Cincinnati, Chi. & St. L.	16,257	2,388	3,972	2,346	727	1,331	5,119	6,772	4,050	2,333	304	64	94	91
91	Rock Island & Peoria.....	107,864	6,589	9,308	15,801	45	14	7,119	14,055	1,087	661	116	64	94	91
92	St. Louis, Alton & Terre Haute.....	18,450	12,579	3,74	2,516	419	1,636	5,786	4,612	2,935	1,257	42	08	251	92
100	St. Louis, Chicago & St. Paul.....	83	377	87	67	.....	.....	.....	.....	.....	.....	.....	.....	.....	100
101	St. L. & E. (operating I. & L. S.).....	37,150	26,478	5,005	1,035	.....	.....	6,484	7,203	.....	.....	288	317	198	101
103	St. L. Merchants' Bridge Terminal.....	39,322	17,219	.....	29,665	.....	16,754	28,760	28,462	.....	66,275	.....	.....	.....	103
104	Terminal R. R. Assn. of St. Louis.....	151,284	16,971	.....	51,109	.....	69,972	17,571	306,887	.....	47,613	.....	.....	.....	104
106	Terre Haute & Indianapolis (3).....	.....	.....	.....	25,457	1,963	37,301	.....	54,631	22,910	4,725	1,918	.....	.....	106
107	Terre Haute & Indiana & Terre Haute.....	27,304	10,448	12,880	.....	.....	37,301	57,549	13,562	391	104	125	182	8,758	107
108	Terre Haute & Peoria.....	208,272	6,793	25,987	4,919	.....	84	17,923	13,562	391	104	125	41	379	108
110	Toledo, Peoria & Western.....	330,564	15,982	25,468	9,453	825	013	8,254	35,250	.....	8,008	4,654	144	1,298	110
111	Toledo, St. Louis & Kansas City.....	35,532	19,616	15,763	4,462	288	5,442	14,174	34,106	4,821	6,378	2,215	637	.....	111
113	Wabash.....	395,361	27,739	39,409	2,013	7,121	34,438	114,970	32,283	68,330	.....	1,688	9,803	.....	113
114	Wabash, Chester & Western.....	7,378	9,109	3,479	48	.....	.....	343	1,087	.....	.....	.....	.....	.....	114
115	Wisconsin Central Company.....	14,182	62,385	21,077	17,035	2,417	.....	77,341	21,018	470	4,885	943	344	14,890	115
	Totals.....	7,159,237	882,029	630,003	581,946	60,131	402,855	1,065,238	2,258,804	782,132	619,126	196,445	50,800	149,911	

TABLE VII.—Classified Freight Traffic in Illinois, 1896.—Continued.

NAME OF COMPANY.												
15	16	17	18	19	20	21	22	23	24	25	26	27
MANUFACTURES.												
Oils	Sugar	Naval stores...	Iron, pig and bloom	Iron and steel rails	Machinery, etc.	Bar and sheet metal	Cement, brick and lime	Agricultural implements...	Wagons, carriages, tools, etc	Wines, liquors, beers, etc	Household goods and furniture	Tile
1 Atchison, Topeka & Santa Fé												
5 Baltimore & Ohio (3)												
6 Baltimore & Ohio & Chicago	16,765	9,825	3,586	28,120	9,233	149,810	50,984	19,005	746	3,823	345	
7 Baltimore & Ohio Southwestern	17,877	6,363	1,268	75,542	11,086	25,756	51,458	40,837	2,525	11,622	1,034	
10 Chicago & Alton				44,107			2,190	11,611	5,601		2,377	5,672
11 Chicago & Eastern Illinois		150		20,492	17,112	9,134	5,286	39,587	7,546	3,302	3,004	6,036
14 Chicago & Erie												
17 Chicago & Grand Trunk	4,232	14,060	24	9,814	10,814	7,227	480	2,804	3,276	1,049	1,082	
21 Chicago & Northwestern	158,333	19,494	153	163,359	28,395	87,454	159,143	127,756	63,370	117,926	20,329	20,870
24 Chicago & Texas	328	147		580	37	387	81	129	250	232	250	
33 Chicago Great Western	56,539	6,763		493	4,561	13,082	12,136	22,750	5,440	2,393	7,429	9,470
34 Chicago, Lake Shore & Eastern	15,281			290,702	6,410	9,451	14,223	12,615				
35 Chicago, Milwaukee & St. Paul												
37 Chicago, Peoria & St. Louis	1,790	576		6,900	118	2,983	4,904	11,271	1,170	796	1,096	
38 Chicago, Rock Island & Pacific	71,998	25,774	6,814	48,834	4,064	16,756	44,952	215,844	28,999	19,572	13,525	15,208
41 Cleveland, Cincinnati, Chicago & St. L.	35,579	27,204		85,049	44,952	66,106	7,722	3,089	7,722	3,089	26,354	7,580
42 Kankakee & Seneca	1,043	4,927	1,138	9,738	431	13,810	31,130	7,539	5,700	1,113	639	955
43 Peoria & Eastern	6,500	9,749	757	6,288	3,313	19,225	11,201	8,648	7,158	989	1,621	4,206
46 Elgin, Joliet & Eastern	4,056			91,367	9,775	9,775		10,634			993	1,155
47 Fulton County Narrow Gauge	126	190	10		2	97	9	384	113	12	105	15
48 Illinois Central	94,081	40,468	25,555	81,419	24,308	86,769	100,395	96,940	22,612	11,938	27,877	30,815
59 Indianapolis, Decatur & Western	946	63	27	1,488	1,908	800	954	829	761	954	481	65
60 Indiana, Illinois & Iowa	5,777	3,563		1,655	5,158	4,571	4,086	6,685	3,317	1,006	1,012	
61 Iowa Central	7,009	2,391	364	364	4,444	1,016	127	1,792	5,845	826	2,051	312
63 Jacksonville, Louisville & St. Louis	892	371		2,048	1,010	1,255		1,692	102	185	736	1,348
64 Litchfield, Carrollton & Western	13		5		97			574	27	120	635	340
65 Lake Erie & Western	21,955	339		2,298	686	8,153	17,204	7,346	817	317	3,156	817
66 Lake Shore & Michigan Southern	97,318	20,334		78,459	2,802	109,067	72,198	30,976	24,579	120,516	22,490	14,143
68 LaSalle & Bureau County												
69 Louisville & Nashville (3)						10	1,048					1
70 Southeast & St. Louis	11,247	1,758	872	5,149	15,603		114	20,800	1,394	6,919	4,463	1,590
Michigan Central	58,256	26,122		19,884	4,338	32,749	28,435	21,303	12,632	236,672	13,329	10,482
												787



75 Mobile & Ohio (3).....	23,608	11,976		4,656	5,442	1,261	2,334	410	522	87	2,855	788	56	75
77 New York, Chicago & St. Louis.....		43				50		290	23	6		27		77
79 Pawnee.....														79
80 Pennsylvania Co.....														80
82 Pittsburgh, Ft. Wayne & Chicago.....	5,280	481	2	21,629	1,480	1,517	15,555	12,492	408	225	370	899	27,327	82
83 South Chicago & Southern.....	4,765	21		3,531	205	1,740	4,092	93,002	51	64	513	154		83
84 Peoria & Pekin Union.....				206	1,470	1,329	327	110	756	646	606	28		84
85 Peoria, Decatur & Evansville.....	2,260	4,267	886	11,757	4,932	4,992	236	18,718	3,838	1,557	3,204	3,219		85
86 Pittsburgh, Cincinnati, Chicago & St. L.....	2,221	908	3	8,939	3,063	5,021	10,744	12,189	938	351	1,614	601		86
90 Quincy, Omaha & Kansas City.....	1,415	65				721		3,590	350	205	1,639	1,000		90
91 Rock Island & Peoria.....	3,426	199		6,804	1,128	2,117	2,443	13,561	8,711	2,045	2,636	1,910		91
92 St. Louis, Alton & Terre Haute.....	2,222	1,408		4,402	294	839	2,538	3,774	461	629	1,467	253		92
96 St. Louis, Belleville & Southtown.....				121										96
100 St. Louis, Chicago & St. Paul.....	372	272		4,772	1,525	2,214	7,227	5,978	291	767	146	852	1,394	100
103 St. Louis Merchants' Bridge Terminal.....	22,446			120,447			1,877	8,125	11,257		319			103
104 Terminal Railroad Association of St. Louis.....	45,271			217,957			47,028	42,463	20,912		63,986			104
106 Terre Haute & Indianapolis (3).....														106
107 St. Louis, Vandalia & Terre Haute.....	9,350	2,615		19,629	34,762	17,498	54,821	32,438	8,539	11,369	13,307	7,333	148,810	107
108 Terre Haute & Peoria.....	2,382	601		4,214	1,432	2,199	3,476	7,736	5,726	2,823	3,643	1,501	11,649	108
110 Toledo, Peoria & Western.....	10,617	5,893		1,381	2,313	3,296	3,132	11,566	4,473	917	9,543	4,513	2,145	110
111 Toledo, St. Louis & Kansas City.....	7,115	5,710		1,350	7,074	33,069	1,907	26,068	1,898	932	4,240	636	1,027	111
113 Wabash.....	23,910	13,623		8,712	3,445	19,553		42,435	4,587	3,346	15,508	5,308		113
114 Wabash, Chester & Western.....	17,477			3,100		19,304		11,124	16	323	736	138		114
115 Wisconsin Central Company.....		1,391		6,154	3,736	13,945	3,694	8,544	3,514	3,084	2,439	4,692	411	115
Totals.....	927,130	273,008	41,090	1,453,672	289,801	811,799	828,200	1,124,740	293,530	577,159	359,291	158,596	316,141	





	833	336	8	1,323	78	10	57	3	1,123	5,013
68 LaSalle & Bureau County.....										
69 Louisville & Nashville (3).....	384,631			54	4,714	663	40,000		249,030	840,817
70 Southeast & St. Louis.....	140,226	16,248	479	84	48,869	26,415	106,392		285,230	1,919,855
73 Michigan Central.....										
75 Mobile & Ohio (2).....									4,014	
76 St. Louis & Cairo.....	188,721	26			464	12,117	217,719			885,769
77 New York, Chicago & St. Louis.....	167,775	3,206				60	34,743			896,742
79 Pawnee.....	63				71		671		308	14,670
80 Pennsylvania Co. (3).....										
81 Pittsburgh, Ft. Wayne & Chicago.....	4,325	80,420	48,461	46,292	33,255	1,133	13,524	2,303	12,739	371,497
82 South Chicago & Southern.....	205	7,792	185,694	2,456	373,149	137	9,577	1,328	42,050	377,129
83 Peoria & Pekin Union.....	69		43		295	87	1,341	3,481	2,124	200,173
84 Peoria, Decatur & Evansville.....	9,341	70,610			14,776	1,502	88,032	23,465	22,333	554,139
85 Pittsburgh, Chicago, Cincinnati & St. Louis.....	5,938	82,384	14,836	2,605	25,791		16,148	6,094	52,691	297,622
88 Rock Island & Peoria.....	20,165	213,789	4,538		6,513	821	53,658	27,434	23,671	639,080
91 Rock Island, Alton & Terre Haute.....	209	243,200	294	42	5,212	2,515	54,802	19,917	16,268	419,311
92 St. Louis, Belleville & Southern.....	62	38,087			911	80	584		553	40,666
99 St. Louis, Chicago & St. Paul.....	2,062	56,575	4,342	158	67,497	618	14,012	30,585	9,727	307,657
100 St. Louis, Indianapolis & Eastern (Opp. I. & L. S.).....		20								
102 St. Louis & Eastern.....	20				197	75	1,841	138	213	3,342
103 St. Louis Merchants' Bridge Terminal.....	25,758	425,394		286	20,975		58,357	97,542	151,746	1,401,186
104 Terminal Railroad Association of St. Louis.....	149,041	1,286,427		26,076	161,785		91,430	143,944	419,260	3,409,987
106 Terre Haute & Peoria.....										
107 St. Louis, Vandalia & Terre Haute.....	6,743	321,894	53,197	32,012	24,381	10,785	118,771		18,554	1,301,838
108 Terre Haute & Indianapolis.....	5,912	33,289	3,776	36	6,032	745	32,217	17,047	5,971	431,515
110 Toledo, Peoria & Western.....	26,724	124,732	2,617	36	18,171	3,138	28,396	9,261	13,720	729,628
111 Toledo, St. Louis & Kansas City.....	12,158	53,965	1,158	872	13,077	9,871	66,512	26,638	38,798	506,766
113 Wabash.....	52,320	451,049	10,270	870	48,075		149,073		271,529	2,233,570
114 Wabash, Chester & Western.....	159	34,597	496		13,996	271	6,408	3,475	1,676	102,488
115 Winson-in Central Company.....	4,053	36,105	3,426		19,385	581	119,284	36,226	296,531	903,732
Totals.....	1,756,588	13,896,187	2,408,349	666,743	2,565,757	320,759	3,641,753	3,138,597	673,640	15,016,194
										66,467,670

(1) Estimated for Illinois.

(2)

(3) Inserted to show relation of following subsidiary lines.

TABLE VIII—*Number of Employés and Salaries, Year*

1	2	3	4	5	6	7	8	9
NAME OF COMPANY.	IN							
	General officers.	General office clerks.	Station agents.	Other station men.	Enginemen.	Firemen.	Conductors.	Other trainmen.
1 Atchison, Topeka & Santa Fé .....	23	83	63	208	70	67	51	108
5 Baltimore & Ohio (2) .....								
6 Baltimore & Ohio & Chicago .....			5	85	7	6	6	14
7 Baltimore & Ohio Southwestern .....	10	58	90	321	78	78	68	122
8 Belt Railway of Chicago .....		12	8	22	39	35	23	35
10 Chicago & Alton .....	21	86	110	467	155	166	115	258
11 Joliet & Chicago .....	2							
13 Chicago & Calumet Terminal .....	4	7	10	5	13	13	14	23
14 Chicago & Eastern Illinois .....	14	101	69	145	107	109	66	147
15 Chicago & Western Indiana .....	8	28	9	96			15	16
16 Chicago & Erie .....	19	40	57	106	116	123	70	158
17 Chicago & Grand Trunk .....	2	7	6	28	14	13	10	20
20 Chicago & Indiana State Line .....	6	1						
21 Chicago & Northwestern .....	19	460	152	1,067	343	383	232	498
22 Chicago & Northern Pacific .....	10	22	16	58	14	17	11	21
23 Chicago & South Side Rapid Transit .....	7	11	77	38	42	46	26	87
24 Chicago & Texas .....	4	7	6	6	8	7	3	7
25 Chicago, Burlington & Northern .....		2	13	8	8	8	4	8
26 Chicago, Burlington & Quincy .....	13	412	246	997	381	408	254	590
33 Chicago Great Western .....			29	37	26	26	20	46
34 Chicago, Lake Shore & Eastern .....	8	13	5	28	65	63	10	45
35 Chicago, Milwaukee & St. Paul .....	12	46	125	150	127	138	96	209
36 Chicago, Paducah & Memphis .....	5	3	16		4	4	4	8
37 Chicago, Peoria & St. Louis .....	13	36	28	63	37	37	33	51
38 Chicago, Rock Island & Pacific .....	29	283	54	438	137	137	66	195
39 Peoria & Bureau Valley .....	4	1						
41 Cleveland, Cincinnati, Chicago & St. Louis .....	33	348	110	312	109	109	67	149
42 Kankakee & Seneca .....	1	2	6	2	2	2	2	4
43 Peoria & Eastern .....	4	10	21	17	21	21	15	32
45 East St. Louis Connecting .....	5	5	1	17	8	8	5	8
46 Elgin, Joliet & Eastern .....	9	49	23	38	40	40	26	53
47 Fulton County Narrow Gauge .....	3		7		2	2	2	3
48 Illinois Central .....	19	228	480	2,139	402	399	315	529
59 Indianapolis, Decatur & Western .....	12	8	19	8	8	9	5	13
60 Indiana, Illinois & Iowa .....	9	29	12	38	20	24	15	31
61 Iowa Central .....	1	2	20	18	12	12	10	17
64 Litchfield, Carrollton & Western .....	3	2	13	2	4	5	5	6
65 Lake Erie & Western .....			22	26	17	16	12	25
66 Lake Shore & Michigan Southern .....	1	21	7	357	28	29	7	7
67 Lake Street Elevated .....	3	5	92	12	30	30	27	29
69 Louisville & Nashville .....								
70 Southeast & St. Louis .....	3	8	27	83	27	27	18	53
73 Michigan Central .....	2	53	6	192	25	27	3	4
74 Joliet & Northern Indiana .....	4							
75 Mobile & Ohio (2) .....								
76 St. Louis & Cairo .....	11	25	28	39	37	42	27	61
77 New York, Chicago & St. Louis .....			2	3	15	15	5	7
79 Pawnee .....	1		2		1	1	1	



Table VIII—

1	2	3	4	5	6	7	8	9
NAME OF COMPANY.	IN							
	General officers.	General office clerks.....	Station agents.....	Other station men.....	Enginemen.....	Firemen.....	Conductors.....	Other trainmen.
80 Pennsylvania Co. (2) .....								
81 Calumet River .....	4	6						
82 Pittsburgh, Ft. Wayne & Chicago.....	2		23	432	35	40	44	78
83 South Chicago & Southern .....			1	1	1	1	1	2
84 Peoria & Pekin Union.....	4	12	3	80	26	27	1	3
85 Peoria, Decatur & Evansville.....	11	43	57	32	29	34	19	50
88 Pittsburgh, Cincinnati, Chic. & St. Louis	2	10	11	189	25	25	26	17
89 Englewood Connecting.....								
90 Quincy, Omaha & Kansas City.....	7	6	24	10	8	8	6	13
91 Rock Island & Peoria.....	6	11	26	24	16	16	13	21
92 St. Louis, Alton & Terre Haute (1).....								
96 St. Louis, Belleville & Southern.....	3	8		1	4	5	2	2
100 St. Louis, Chicago & St. Paul.....	6	14	25	14	13	12	10	15
101 St. Louis, Indianap. & E'n (Opp. I.&I.S.) .....								
103 St. Louis Merchants' Bridge Terminal...	5	5	23	56	23	24	5	19
104 Terminal Railroad Association of St. Louis	6	6	2	360	50	60	15	19
106 Terre Haute & Indianapolis (2) .....								
107 St. Louis, Vandalia & Terre Haute.....	12	111	30	254	51	52	35	68
108 Terre Haute & Peoria.....	12	16	27	24	17	17	13	31
109 East St. Louis & Carondelet.....		5	1	6	5	6		
110 Toledo, Peoria & Western .....	5	25	40	36	32	32	23	44
111 Toledo, St. Louis & Kansas City .....	14	46	100	97	78	88	48	129
113 Wabash.....	11	84	125	270	138	142	88	182
114 Wabash, Chester & Western.....	2	3	12		3	3	3	6
115 Wisconsin Central Co.....			15	87	12	11	8	16
Totals .....	471	2,915	2,631	9,750	3,115	3,303	2,121	4,419

- (1) Included in report of the Illinois Central R. R. Co.  
 (2) Inserted to show relation of following subsidiary lines.



Concluded.

10	11	12	13	14	15	16	17	18	16	20	21	22
ILLINOIS.											WHOLE LINE.	
Machinists .....	Carpenters .....	Other shopmen ..	Section foremen ..	Other trackmen ..	Stitchers, dag- men and watch- men .....	Telegraph opera- tors and dis- patchers .....	Employés, ac- count floating equipment .....	All other em- ployés and la- borers .....	Grand totals, cols. 2 to 18, inclusive	Total yearly com- pensation .....	Grand total .....	Total yearly com- pensation .....
11	79	287	11	76	200	20		27	4	8864,753 82	1	
			2	8	8	5		1	32	13,400 02	32	
7	18	70	10	92	103	17		12	491	295,231 10	491	
56	51	51	46	120	22	12		16	652	344,597 13	712	
7	8	73	14	61	241	12		27	748	468,990 62	10,347	
					7			1	8	3,581 11	8	
3	5	12	22	38	3	4		14	183	96,150 72	183	
13	12	26	21	89	13	9		50	366	222,485 40	366	
2	1		4	28	2			6	71	10,108 40	71	
5	35	29	17	76	10	14		26	321	192,840 96	321	
7	28	31	5	38	85	18		52	404	214,648 80	404	
35	41	65	18	96	203	25		460	1,470	866,745 32	1,470	
23	47	127	36	187	45	63		26	1,197	679,794 22	1,197	
10	19	17	25	74	7	11		20	340	181,010 10	340	
2			2	9	9	2		2	51	27,192 56	51	
12	29	45	39	164	6	34		80	646	399,881 16	646	
41	78	333	90	389	99	42	32	84	1,788	871,415 46	1,788	
144	98	401	110	420	169	90		196	2,668	1,725,198 42	8,005	
3	7	3	9	16	1			4	75	40,020 67	75	
			8	43	31	8		10	249	151,693 10	249	
2,854	3,410	8,587	2,274	12,008	5,508	1,844	50	6,983	72,246	840,762,247 20	226,275	8121,885,584 01

TABLE IX.—Average Daily Compensation of

1	2	3	4	5	6
NAME OF COMPANY.	General officers.....	General office clerks	Station agents.....	Other stationmen....	Enginemen.....
1 Atchison, Topeka & Santa Fé.....	\$32 19	\$2 71	\$1 79	\$1 72	\$3 98
5 Baltimore & Ohio (3).....					
6 Baltimore & Ohio & Chicago.....			3 06	1 81	4 24
7 Baltimore & Ohio Southwestern.....	26 08	1 85	1 70	1 43	3 36
8 Belt Railway of Chicago.....		2 08	2 04	1 44	2 81
10 Chicago & Alton.....	12 38	3 03	1 63	1 56	4 62
11 Joliet & Chicago.....	1 20				
13 Chicago & Calumet Terminal.....	3 65	1 05	1 63	1 44	3 51
14 Chicago & Eastern Illinois.....	22 67	2 35	1 83	1 75	3 03
15 Chicago & Western Indiana.....	14 92	2 57	2 88	1 68	
16 Chicago & Erie.....	10 14	1 88	1 56	1 49	3 36
17 Chicago & Grand Trunk.....	17 42	1 49	1 75	1 62	4 14
20 Chicago & Indiana State Line.....					
21 Chicago & Northwestern.....	24 84	2 28	2 19	1 73	3 56
22 Chicago & Northern Pacific.....	6 41	1 87	1 41	1 63	3 95
23 Chicago & South Side Rapid Transit.....	7 83	2 02	1 50	1 42	3 50
24 Chicago & Texas.....	8 15	1 82	1 30	1 14	2 95
25 Chicago, Burlington & Northern.....		3 46	1 65	1 79	3 50
26 Chicago, Burlington & Quincy.....	6 91	2 46	1 61	1 55	3 44
33 Chicago Great Western.....			1 72	1 42	3 48
34 Chicago, Lake Shore & Eastern.....	17 66	2 27	3 00	1 97	3 72
35 Chicago, Milwaukee & St. Paul.....	27 32	1 75	1 73	1 62	3 73
36 Chicago, Paducah & Memphis.....			1 61		3 00
37 Chicago Peoria & St. Louis.....	7 16	1 95	1 75	1 53	3 30
38 Chicago, Rock Island & Pacific.....	39 80	2 37	2 23	1 66	3 78
41 Cleveland, Cincinnati, Chicago & St. Louis.....	28 49	2 17	1 80	1 50	4 03
42 Kankakee & Seneca.....	2 87	1 44	1 54	70	3 97
43 Peoria & Eastern.....	23 18	2 37	1 35	1 46	4 14
45 East St. Louis Connecting.....	3 33	2 14	3 55	1 47	3 25
46 Elgin, Joliet & Eastern.....	20 78	2 31	2 06	1 57	3 66
47 Fulton County Narrow Gauge.....	2 65	1 28		2 50	1 32
48 Illinois Central.....	11 88	2 07	1 65	1 63	3 58
49 Blue Island (1).....					
59 Indianapolis, Decatur & Western.....	16 16	1 80	1 53	1 38	3 81
60 Indiana, Illinois & Iowa.....	7 48	1 79	1 37	1 48	3 71
61 Iowa Central.....	6 37	1 97	1 47	1 79	3 77
64 Litchfield, Carrollton & Western.....	4 76	1 19	91	86	3 97
65 Lake Erie & Western.....			1 81	1 45	3 95
66 Lake Shore & Michigan Southern.....	11 57	2 77	2 87	2 38	3 32
67 Lake Street Elevated.....	8 13	1 96	1 38	1 25	3 17
69 Louisville & Nashville (3).....					
70 Southeast & St. Louis.....	5 82	1 43	1 41	1 56	3 86
73 Michigan Central.....	13 15	2 88	3 21	1 60	2 83
75 Mobile & Ohio (3).....					
76 St. Louis & Cairo.....	16 01	2 53	1 64	1 78	4 12
77 New York, Chicago & St. Louis.....			5 36	3 28	3 45
79 Pawnee.....	2 87		67		2 10
80 Pennsylvania Co. (3).....					
82 Pittsburgh, Ft. Wayne & Chicago.....	24 11	2 82	3 12	1 76	3 20
83 South Chicago & Southern.....			1 97	66	3 87
84 Peoria & Pekin Union.....	9 73	1 61	3 65	1 38	2 89
85 Peoria, Decatur & Evansville.....	20 46	1 88	1 43	1 32	3 93



*Employees, for the Year Ending June 30, 1896.*

7	8	9	10	11	12	13	14	15	16	17	18	
Firemen.....	Conductors.....	Other trainmen.....	Mechanists.....	Carpenters.....	Other shopmen.....	Section foremen....	Other trackmen.....	Switchmen; flagmen and watchmen.....	Telegraph operators and dispatchers.....	Employees—Account Hoisting equipment.	All other employes and laborers.....	
\$2 52	\$2 29	\$2 01	\$2 41	\$2 29	\$1 73	\$1 69	\$1 26	\$1 97	\$2 79		\$2 07	1
2 33	2 28	2 25	2 35	1 71	1 52	1 56	1 17	2 22	1 95		1 56	5
1 83	71	1 98	05	2 25	1 96	1 60	1 16	1 28	2 20		2 25	7
1 86	20	2 58	62	2 35	2 21	1 56	1 25	1 48	1 76		1 62	8
2 65	73	1 62	1 95	2 08	1 86	1 77	1 10	1 57	1 80		2 63	10
1 99	71	2 51	3 04	1 80	1 80	1 50	1 25	1 22	1 65		1 62	13
1 67	99	1 82	2 23	2 09	1 71	1 52	1 25	1 82	1 71		1 58	14
	08	2 44		1 83		1 88	1 29	1 52	1 89		1 66	15
1 77				1 81		1 55	1 19	2 05	1 91		1 31	16
2 36	36	1 99	1 91	1 76	1 51	1 60	1 14	1 85	1 71		1 72	17
						1 64	1 50	1 59				20
2 17	36	2 02	1 97	1 77	1 68	1 83	1 32	1 89	2 00		2 24	21
2 29	27	1 58	3 18	2 12	1 71	1 52	1 25	1 56	1 51		1 47	22
2 31	37	1 60	2 41	2 50	2 11	2 50	1 86	1 89	2 41		1 95	23
1 79	00	1 64	2 26	1 88	1 47	1 42	1 10	1 70	1 53		1 29	24
2 09	27	2 13	1 95	2 11	1 69	1 52	1 26	2 30	2 60		1 70	25
1 82	02	1 71	1 92	1 88	1 65	1 41	1 05	1 73	1 81		1 92	26
2 62	46	1 32	2 28	1 75	2 36	1 52	1 23	2 31	1 67		1 71	33
1 83	36	2 00	2 50	1 70	1 70	2 25	1 20	2 60	3 00			34
2 30	32	1 92	2 68	2 24	1 71	1 91	2 21	2 02	2 97		1 75	35
1 40	41	1 50	2 00	1 53	1 00	1 53	1 00	1 00	2 07		1 10	36
1 95	03	1 88	2 50	2 18	1 64	1 36	1 10	1 93	1 70		1 75	37
2 30	74	1 95	1 88	2 31	1 83	1 90	1 23	1 98	2 27		2 46	38
2 47	73	2 19	1 95	1 72	1 80	1 68	1 23	2 02	1 82		1 79	41
2 38	78	1 57				1 73	1 14	1 35				42
1 90	37	2 18	1 91	1 67	1 79	1 62	1 20	1 75			1 46	43
2 30	48	2 74	2 54	2 60	1 82	1 97	1 25	2 42	1 98			45
2 04	40	2 00	2 07	2 29	1 66	1 87	1 19	1 79	2 25		1 91	46
1 86	1 16	2 46	1 92	1 64	1 32	1 10					1 44	47
1 88	3 06	1 97	2 56	2 23	1 86	1 61	1 13	1 54	3 10		1 71	48
												49
2 06	3 40	1 83	2 09	1 90	1 72	1 60	1 15	1 78	1 76		1 28	50
1 99	3 22	1 92	2 53	2 05	1 87	1 58	1 11	1 91	1 53		1 67	60
2 15	3 25	1 71	2 40		1 81	1 63	1 11	1 68	2 12		1 89	61
2 46	3 99	1 65	1 72	1 46	1 36	1 09					1 27	64
2 21	3 18	2 02	3 27	1 95	1 99	1 63	1 10	1 65	1 47		1 77	65
1 96	2 55	1 80	2 34	2 04	1 66	1 86	1 25	1 81	1 72		1 61	66
1 81	1 90	1 60	2 22	2 25	1 70	3 29	1 66	1 85	1 36		1 84	67
												69
2 02	3 35	1 75	2 16	1 96	1 59	1 41		94	2 06		1 30	70
1 56	2 79	1 91	2 56	2 00		1 60			2 26		1 49	73
												75
2 28	3 26	2 16	2 55	2 06	2 55	1 52	1 08	2 26	1 93	82 20	1 46	76
2 23	04	1 64	2 32	2 15	2 00	1 85	1 40	2 31	2 05		1 92	77
99	96					1 45	1 20					79
												80
1 93	2 83	2 44	2 90	1 84	1 71	1 97	1 31	1 30	1 93		1 88	82
2 15	78	1 38				1 48	1 11	1 55	1 48		1 03	83
1 65	2 00	1 00	2 81	2 06	1 68	1 66	1 26	2 49	1 88		1 46	84
2 00	3 30	1 51	1 30	1 42	1 15	1 57	79	1 67	1 53		1 41	85

Table IX.—

1	2	3	4	5	6
NAME OF COMPANY.	General officers .....	General office clerks	Station agents.....	Other stationmen...	Enginemen.....
88 Pittsburgh, Cincinnati, Chicago & St. Louis.....	\$8 70	\$2 54	\$2 87	\$1 84	\$3 49
89 Englewood Connecting.....	4 74	1 39	1 41	1 23	3 49
90 Quincy, Omaha & Kansas City.....	7 11	2 09	1 82	1 40	3 15
91 Rock Island & Peoria.....	3 19	1 41	2 00	1 00	3 88
92 St. Louis, Alton & Terre Haute (2).....	4 72	1 52	1 41	1 37	3 61
95 Belleville & Southern Illinois.....	5 19	2 32	3 89	1 64	3 50
99 St. Louis, Belleville & Southern.....	3 83	3 29	5 57	2 25	3 30
100 St. Louis, Chicago & St. Paul.....	16 17	1 04	1 77	1 47	3 62
103 St. Louis Merchants' Bridge Terminal.....	4 31	1 74	1 26	1 11	3 06
104 Terminal Railroad Association of St. Louis.....	2 21	1 23	2 50	1 63	3 22
106 Terre Haute & Indianapolis (3).....	1 25	2 19	1 84	1 69	3 59
107 St. Louis, Vandalia & Terre Haute.....	19 68	1 88	1 07	1 31	3 67
108 Terre Haute & Peoria.....	7 68	2 66	1 83	1 62	3 90
109 East St. Louis & Carondelet.....	14 12	1 97	1 46	1 43	3 68
110 Toledo, Peoria & Western.....	4 31	1 70	1 70	1 43	3 11
111 Toledo, St. Louis & Kansas City.....					
113 Wabash.....					
114 Wabash, Chester & Western.....					
115 Wisconsin Central Company.....					

(1) Included in report of Illinois Central R. R. Co.

(2)

(3) Inserted to show relation of following subsidiary lines.

Concluded.

7	8	9	10	11	12	13	14	15	16	17	18	
Firemen.....	Conductors.....	Other trainmen .....	Machinists.....	Carpenters .....	Other shopmen .....	Section foremen ....	Other trackmen.....	Switchmen, flagmen and watchmen.....	Telegraph operators and dispatchers...	Employees—Account floating equipment.	All other employees and laborers.....	
\$2 10	\$3 06	\$1 88	\$2 54	\$2 06	\$1 87	\$2 06	\$1 50	\$1 58	\$1 73	.....	\$1 32	88
2 05	2 40	1 38	2 08	2 00	1 45	1 25	1 10	1 32	1 29	.....	1 43	89
1 81	2 62	1 67	2 63	2 08	1 76	1 52	1 21	1 37	1 95	.....	1 14	90
.....	.....	.....	.....	.....	.....	.....	.....	1 68	.....	.....	1 56	91
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	92
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	95
2 00	2 73	1 78	1 33	2 50	.....	1 79	1 25	1 33	.....	.....	2 29	99
1 82	2 98	1 89	2 57	1 72	1 69	1 32	1 10	2 24	1 44	.....	1 38	100
2 00	2 90	1 82	3 00	2 70	2 31	2 00	1 25	1 95	2 00	.....	1 97	103
1 94	.....	2 37	2 45	2 35	2 27	3 05	1 25	2 59	2 24	.....	1 42	104
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	106
2 93	3 45	2 20	2 72	2 74	1 69	1 73	1 22	2 03	1 79	.....	1 39	107
1 66	3 72	2 26	2 30	2 08	1 51	1 42	1 18	2 00	1 48	.....	1 65	108
1 82	.....	.....	1 24	.....	.....	1 58	1 32	2 42	1 67	.....	1 04	109
2 04	3 31	2 11	2 64	2 21	1 91	1 72	1 10	1 19	1 67	.....	2 19	110
2 13	3 47	2 12	2 07	2 08	1 56	1 52	1 13	1 81	1 60	\$1 73	1 63	111
2 22	3 50	2 18	1 99	2 27	1 72	1 79	1 16	2 11	2 00	.....	2 45	113
2 00	2 80	1 51	1 72	1 57	1 50	1 53	1 10	1 51	.....	.....	1 50	114
1 90	3 26	1 95	.....	.....	.....	1 48	1 18	2 60	1 80	.....	2 31	115

TABLE X—Description of Equipment, Whole

1	2	3	4	5	6	7
NAME OF COMPANY.	LOCOMOTIVES.					
	Passenger.....	Freight.....	Switching.....	Totals, Cols. 2+3+4.....	Equipped with train brake.....	Fitted with automatic coupler.....
1 Atchison, Topeka & Santa Fé.....	338	421	80	839	829	.....
5 Baltimore & Ohio (1).....	.....	.....	.....	.....	.....	.....
7 Baltimore & Ohio Southwestern.....	67	123	30	220	209	77
8 Belt Railway of Chicago.....	.....	.....	.....	.....	.....	.....
10 Chicago & Alton.....	43	160	36	239	205	.....
13 Chicago & Calumet.....	3	9	8	20	20	.....
14 Chicago & Eastern Illinois.....	38	80	20	138	116	.....
15 Chicago & Western Indiana.....	.....	.....	3	3	.....	.....
16 Chicago & Erie.....	23	57	15	95	95	55
17 Chicago & Grand Trunk.....	24	86	21	131	131	.....
21 Chicago & Northwestern.....	217	597	196	1,010	1,001	.....
22 Chicago & Northern Pacific.....	13	.....	11	24	24	.....
23 Chicago & South Side Rapid Transit.....	46	.....	.....	46	46	.....
24 Chicago & Texas.....	2	3	5	10	10	5
25 Chicago, Burlington & Northern.....	12	38	8	58	58	29
26 Chicago, Burlington & Quincy.....	77	319	102	498	498	353
27 Chicago & Iowa.....	6	7	1	14	14	5
32 St. Louis, Rock Island & Chicago.....	10	17	3	30	30	4
33 Chicago Great Western.....	.....	97	.....	97	95	.....
34 Chicago, Lake Shore & Eastern.....	.....	10	47	57	14	.....
35 Chicago, Milwaukee & St. Paul.....	227	502	104	833	675	.....
36 Chicago, Paducah & Memphis.....	2	.....	.....	4	.....	.....
37 Chicago, Peoria & St. Louis.....	9	18	6	33	28	.....
38 Chicago, Rock Island & Pacific.....	139	319	106	564	493	.....
41 Cleveland, Cincinnati, Chicago & St. L.....	126	242	101	469	437	177
43 Peoria & Eastern.....	18	41	8	67	67	59
45 East St. Louis Connecting.....	.....	.....	7	7	8	.....
46 Elgin, Joliet & Eastern.....	1	35	13	49	45	.....
47 Fulton County Narrow Gauge.....	1	4	.....	5	.....	.....
48 Illinois Central.....	207	348	95	650	609	61
59 Indianapolis, Decatur & Western.....	6	9	3	18	11	6
60 Indiana, Illinois & Iowa.....	2	19	4	25	25	.....
61 Iowa Central.....	10	45	5	60	56	.....
63 Jacksonville, Louisville & St. Louis.....	5	3	.....	8	.....	.....
64 Litchfield, Carrollton & Western.....	1	1	.....	2	2	.....
65 Lake Erie & Western.....	30	67	20	117	64	.....
66 Lake Shore & Michigan Southern.....	115	273	166	654	371	245
67 Lake Street Elevated.....	32	.....	.....	32	.....	.....
69 Louisville & Nashville (1).....	.....	.....	.....	.....	.....	.....
70 Southeast & St. Louis.....	7	11	11	32	32	.....
73 Michigan Central.....	180	213	68	461	366	220
75 Mobile & Ohio (1).....	.....	.....	.....	.....	.....	.....
76 St. Louis & Cairo.....	3	7	3	13	13	.....
77 New York, Chicago & St. Louis.....	26	98	14	138	116	70
79 Pawnee.....	1	1	.....	2	1	.....
80 Pennsylvania Co. (1).....	.....	.....	.....	.....	.....	.....
82 Pittsburgh, Ft. Wayne & Chicago.....	74	203	60	337	337	74
81 Peoria & Pekin Union.....	.....	1	17	18	.....	.....
85 Peoria, Decatur & Evansville.....	9	21	2	32	.....	.....
88 Pittsburgh, Cincinnati, Chicago & St. L.....	114	274	51	439	442	426
90 Quincy, Omaha & Kansas City.....	3	5	1	9	9	.....

*Line, for Year Ending June 30, 1896.*

8	9	10	11	12	13	14	15	16	17	18	19	
CARS IN PASSENGER SERVICE.												
First-class pas- senger cars.....	Second-class passenger cars.	Combination passenger cars.	Emigrant cars ..	Dining cars.....	Parlor cars .....	Sleeping cars ...	Baggage, ex- press and pos- tal cars .....	Others.....	Totals. Cols. 8+ 9+10+11+12+13 +14+15+16.....	Equipped with train brake.....	Fitted with auto- matic coupler..	
268	44	54	.....	13	5	.....	143	8	535	535	535	1
60	50	21	.....	.....	.....	.....	55	.....	187	187	187	5
34	64	.....	.....	4	.....	.....	40	.....	142	142	142	7
78	5	12	.....	2	.....	.....	19	3	119	119	118	8
42	.....	3	10	.....	.....	.....	4	.....	59	59	59	10
26	.....	.....	.....	2	.....	.....	21	.....	49	49	49	13
505	44	82	.....	9	22	.....	185	.....	847	847	847	14
41	.....	13	.....	.....	.....	.....	.....	51	105	105	105	15
180	.....	.....	.....	.....	.....	.....	.....	.....	180	180	.....	16
3	.....	3	.....	.....	.....	.....	.....	.....	6	6	6	17
20	.....	2	.....	2	2	.....	10	1	37	37	37	21
287	17	32	.....	8	.....	.....	107	.....	451	451	448	22
6	.....	.....	.....	.....	.....	.....	5	.....	11	11	7	23
13	.....	.....	.....	.....	.....	.....	7	.....	20	20	20	24
10	24	11	.....	3	.....	.....	15	2	65	65	65	25
166	225	11	.....	8	16	53	285	2	766	757	725	26
2	.....	.....	.....	.....	.....	.....	1	.....	3	.....	.....	27
6	5	4	.....	.....	.....	.....	5	1	23	23	23	28
158	52	35	.....	12	37	47	101	9	450	450	448	29
142	67	36	.....	5	9	.....	98	.....	359	359	359	30
11	8	2	.....	.....	.....	.....	15	.....	36	36	36	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
1	.....	2	.....	.....	.....	.....	.....	.....	3	3	3	33
2	.....	2	.....	.....	.....	.....	.....	.....	5	.....	.....	34
333	62	14	.....	.....	.....	.....	134	21	564	564	564	35
3	7	3	.....	.....	.....	2	6	.....	21	21	21	36
3	3	2	.....	.....	.....	.....	3	.....	11	9	9	37
16	.....	10	.....	.....	.....	.....	5	.....	31	31	31	38
6	.....	3	.....	.....	.....	.....	2	.....	11	.....	.....	39
2	.....	1	.....	.....	.....	.....	.....	.....	3	3	3	40
30	21	5	.....	.....	.....	3	18	3	80	80	80	41
234	32	20	12	9	.....	.....	105	7	419	419	419	42
88	.....	.....	.....	.....	.....	.....	.....	37	125	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
9	.....	.....	.....	.....	.....	.....	.....	.....	14	14	.....	45
170	52	24	.....	16	.....	.....	100	.....	362	362	362	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
6	3	1	.....	.....	.....	.....	5	1	16	16	16	48
29	9	1	.....	2	.....	.....	18	2	61	61	61	49
.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
159	51	12	.....	.....	.....	.....	88	11	321	321	310	52
1	.....	1	.....	.....	.....	.....	.....	.....	2	.....	.....	53
14	.....	7	.....	.....	.....	2	3	.....	26	24	24	54
226	.....	18	.....	.....	3	.....	115	.....	362	362	362	55
.....	3	2	.....	.....	.....	.....	1	.....	6	6	6	56

Table X—

1	2	3	4	5	6	7
NAME OF COMPANY.	LOCOMOTIVES.					
	Passenger.....	Freight.....	Switching.....	Totals, Cols. 2 + 3 + 4.....	Equipped with train brake.....	Fitted with automatic coupler ..
91 Rock Island & Peoria.....	4	15	2	21	21	3
100 St. Louis, Chicago & St. Paul.....	4			4	4	
101 St. L., Ind. & Eastern (Opp. I. & I. S.).....		6		6	6	
102 St. Louis & Eastern.....	3	7		10	9	
103 St. Louis Merchants' Bridge Terminal.....			16	16		
104 Terminal Railroad Association of St. L.....			25	25	25	
106 Terre Haute & Indianapolis (1).....						
107 St. Louis, Vandalia & Terre Haute.....	13	30	8	51	44	
108 Terre Haute & Peoria.....	4	10		14	14	4
109 East St. Louis & Carondelet.....			6	6	2	
110 Toledo, Peoria & Western.....	10	28		38	30	6
111 Toledo, St. Louis & Kansas City.....	16	27	3	46	31	7
113 Wabash.....	111	217	81	409	349	
114 Wabash, Chester & Western.....	2	2		4	4	
115 Wisconsin Central Company.....	33	62	16	111	111	
Totals.....	2,469	5,183	1,611	9,263	8,219	1,586

Concluded.

8	9	10	11	12	13	14	15	16	17	18	19	
CARS IN PASSENGER SERVICE.												
First-class pas- senger cars.....	Second-class passenger cars.	Combination passenger cars.	Emigrant cars ..	Dining cars.....	Parlor cars .....	Sleeping cars...	Baggage, ex- press and pos- tal cars.....	Others.....	Totals. Co's, S+ 9+10+11+12+13 +14+15+16.....	Equipped with train brake.....	Fitted with auto- matic coupler ..	
8		26					3		13	13	13	91
14							1		20			100
4	1						1		12	12	2	101
7							12		12	7	6	102
									3			103
	3									3	3	104
												106
14	8				2		12		38	38	38	107
4							1		10	10	10	108
												109
12			5				8		25	25	25	110
8			4			3	9		26	26	26	111
67	90			4	50		109		320	320	320	113
2	1		2						5	5	5	114
30	8			4	5		24		79	79	79	115
3,560	963	483	22	103	154	111	1,895	159	7,450	7,270	7,014	



TABLE X.—Description of Equipment, Whole

NAME OF COMPANY.	20	21	22	23	24
	CARS IN				
	Box cars.....	Flat cars.....	Stock cars.....	Coal cars.....	Tank cars.....
1 Atchison, Topeka & Santa Fe.....	11,246	1,535	3,121	7,219	.....
5 Baltimore & Ohio (1).....	.....	.....	.....	.....	.....
6 Baltimore & Ohio & Chicago.....	271	43	.....	1	.....
7 Baltimore & Ohio Southwestern.....	4,001	496	262	2,264	8
8 Belt Railway of Chicago.....	.....	.....	.....	.....	.....
10 Chicago & Alton.....	3,447	361	1,848	1,407	.....
13 Chicago & Calumet.....	.....	7	.....	220	.....
14 Chicago & Eastern Illinois.....	1,721	290	226	5,762	.....
15 Chicago & Western Indiana.....	.....	.....	.....	.....	.....
16 Chicago & Erie.....	1,044	341	103	480	.....
17 Chicago & Grand Trunk.....	148	145	15	.....	.....
21 Chicago & Northwestern.....	19,621	3,645	2,881	3,250	.....
23 Chicago & South Side Rapid Transit.....	.....	.....	.....	.....	.....
24 Chicago & Texas.....	11	5	.....	177	.....
25 Chicago, Burlington & Northern.....	2,450	100	300	500	.....
26 Chicago, Burlington & Quincy.....	14,066	974	2,735	2,965	.....
27 Chicago & Iowa.....	152	.....	1	47	.....
32 St. Louis, Rock Island & Chicago.....	386	130	94	261	.....
33 Chicago Great Western.....	1,770	253	450	333	.....
34 Chicago, Lake Shore & Eastern.....	2,117	539	30	328	.....
35 Chicago, Milwaukee & St. Paul.....	18,663	5,172	2,531	.....	.....
36 Chicago, Paducah & Memphis.....	1,016	6	.....	144	.....
37 Chicago, Peoria & St. Louis.....	589	4	.....	839	.....
38 Chicago, Rock Island & Pacific.....	10,276	2,564	2,383	.....	.....
41 Cleveland, Cincinnati, Chicago & St. Louis.....	10,675	1,737	638	1,208	.....
43 Peoria & Eastern.....	742	171	3	171	.....
45 East St. Louis Connecting.....	.....	.....	.....	.....	.....
46 Elgin, Joliet & Eastern.....	300	100	.....	1,588	.....
47 Fulton County Narrow Gauge.....	41	18	25	75	.....
48 Illinois Central.....	11,369	1,049	1,091	6,348	.....
59 Indianapolis, Decatur & Western.....	492	64	88	87	.....
60 Indiana, Illinois & Iowa.....	3	35	.....	172	.....
61 Iowa Central.....	1,223	732	36	.....	.....
63 Jacksonville, Louisville & St. Louis.....	102	3	.....	75	.....
64 Litchfield, Carrollton & Western.....	10	2	.....	20	.....
65 Lake Erie & Western.....	4,351	535	145	205	.....
66 Lake Shore & Michigan Southern.....	11,128	2,174	783	5,301	.....
67 Lake Street Elevated.....	.....	.....	.....	.....	.....
69 Louisville & Nashville (1).....	.....	.....	.....	.....	.....
70 Southeast & St. Louis.....	120	70	16	375	.....
71 Louisville, Evansville & St. Louis Consol... ..	.....	.....	.....	.....	.....
73 Michigan Central.....	4,803	3,708	1,047	336	42
75 Mobile & Ohio (1).....	.....	.....	.....	.....	.....
76 St. Louis & Cairo.....	281	42	6	137	.....
77 New York, Chicago & St. Louis.....	2,691	959	204	265	.....
79 Pawnee.....	.....	.....	.....	1	.....
80 Pennsylvania Co. (1).....	.....	.....	.....	.....	.....
82 Pittsburgh, Ft. Wayne & Chicago.....	4,628	450	2,242	2,435	.....
84 Peoria & Pekin Union.....	5	3	.....	230	.....



Table X.—

NAME OF COMPANY.	20	21	22	23	24
	CARS IN				
	Box cars.....	Flat cars.....	Stock cars.....	Coal cars.....	Tank cars.....
85 Peoria, Decatur & Evansville.....	1,099	97	69	288	.....
88 Pittsburgh, Cincinnati, Chicago & St. Louis	6,198	881	1,673	756	.....
90 Quincy, Omaha & Kansas City.....	47	11	25	20	.....
91 Rock Island & Peoria.....	240	17	49	195	.....
99 St. Louis, Belleville & Southern.....	.....	20	.....	100	.....
100 St. Louis, Chicago & St. Paul.....	644	31	.....	125	.....
101 St. L., Indianap. & Eastern (Opp. I. & L. S.)	.....	1	.....	100	.....
102 St. Louis & Eastern.....	30	22	8	771	.....
103 St. Louis Merchants' Bridge Terminal.....	.....	.....	.....	.....	.....
104 Terminal Railroad Association of St. Louis	.....	.....	.....	.....	.....
106 Terre Haute & Indianapolis (1).....	.....	.....	.....	.....	.....
107 St. Louis, Vandalia & Terre Haute.....	1,165	129	266	490	.....
108 Terre Haute & Peoria.....	391	.....	21	74	.....
109 East St. Louis & Carondelet.....	.....	21	.....	.....	.....
110 Toledo, Peoria & Western.....	.....	8	112	296	.....
111 Toledo, St. Louis & Kansas.....	1,813	382	90	790	.....
113 Wabash.....	5,666	.....	1,044	4,808	.....
114 Wabash, Chester & Western.....	15	6	.....	32	.....
115 Wisconsin Central Company.....	2,856	405	180	227	3
Totals.....	167,087	29,656	26,841	54,338	53

(1) Inserted to show relation of following subsidiary lines.

Continued.

25	26	27	28	29	30	31	32	33	34	35	36
FREIGHT SERVICE.					CARS IN COMPANY SERVICE.						
Refrigerator cars	Others .....	Total—Cols. 20+ 21+22+23+26+25 +26.....	Equipped with train brake.....	Equipped with automatic coup- ler .....	Gravel cars.....	Derrick cars ....	Caboose cars....	Others .....	Total—Cols. 30+ 31+32+33.....	Equipped with train brake.....	Equipped with automatic coup- ler .....
.....	17	1,570	.....	.....	41	1	11	1	54	1	1
200	.....	9,708	2,940	4,009	.....	10	281	31	322	4	4
.....	.....	103	10	10	.....	.....	5	2	7	.....	.....
.....	.....	501	187	345	.....	.....	19	2	12	.....	10
.....	.....	120	.....	.....	.....	.....	1	.....	1	.....	.....
.....	.....	800	585	570	17	1	7	4	29	2	2
.....	.....	101	.....	.....	.....	.....	2	2	4	.....	.....
.....	.....	831	20	.....	.....	.....	2	6	5	1	.....
.....	.....	.....	.....	.....	19	.....	.....	5	23	.....	.....
.....	.....	.....	.....	.....	53	1	3	5	62	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	20	2,070	578	895	93	2	27	10	132	.....	.....
.....	.....	486	301	303	.....	1	11	7	19	3	1
.....	.....	24	.....	.....	.....	.....	1	1	2	.....	.....
5	.....	1,355	619	550	.....	1	18	13	32	1	1
.....	.....	3,075	.....	980	.....	3	37	4	44	2	10
100	.....	11,618	1,561	3,246	300	8	227	203	808	30	6
.....	.....	93	.....	.....	.....	1	2	1	4	.....	.....
23	1,769	5,493	2,566	2,719	.....	.....	40	2	42	5	5
3,976	8,111	290,262	112,570	127,299	2,372	181	4,621	1,641	8,815	2,357	1,182



37	Chicago, Peoria & St. Louis.....	1,580	.....	.....	1,622	898	1,205	37
38	Chicago, Rock Island & Pacific.....	16,515	.....	.....	17,079	7,094	10,456	38
41	Cleveland, Cincinnati, Chicago & St. Louis.....	15,573	.....	.....	16,032	4,536	8,201	41
43	Peoria & Eastern.....	1,311	200	.....	1,378	.....	214	43
45	East St. Louis Connecting.....	92	.....	.....	2,080	853	615	45
46	Elgin, Joliet & Eastern.....	2,172	.....	.....	2,177	.....	.....	46
47	Fulton County Narrow Gauge.....	21,673	.....	.....	22,323	8,480	8,172	47
48	Illinois Central.....	704	.....	.....	704	61	15	48
53	Indianapolis, Decatur & Western.....	245	.....	.....	270	34	13	53
60	Indiana, Illinois & Iowa.....	2,108	.....	.....	2,108	36	1,013	61
61	Iowa Central.....	198	.....	.....	206	.....	.....	63
63	Jacksonville, Louisville & St. Louis.....	36	.....	.....	38	38	3	64
64	Lafayette, Carrollton & Western.....	3,381	.....	.....	3,498	146	89	65
65	Lake Erie & Western.....	23,358	.....	.....	23,540	12,444	6,531	66
66	Lake Shore & Michigan Southern.....	125	.....	.....	160	.....	.....	67
67	Lake Street Elevated.....	477	352	300	372	.....	.....	69
69	Louisville & Nashville (1).....	.....	.....	.....	.....	.....	.....	70
70	Southeast & St. Louis.....	613	.....	.....	645	14	14	70
73	Michigan Central.....	13,380	.....	.....	13,850	4,443	7,094	73
75	Mobile & Ohio (1).....	.....	.....	.....	.....	.....	.....	75
76	St. Louis & Cairo.....	527	.....	.....	540	29	16	76
77	New York, Chicago & St. Louis.....	6,037	407	1,484	6,175	324	3,255	77
79	Pawnee.....	2	.....	.....	4	1	.....	79
80	Pennsylvania Co. (1).....	10,227	.....	.....	10,575	3,436	3,969	80
82	Pittsburgh, Ft. Wayne & Chicago.....	256	.....	.....	274	.....	.....	82
84	Peoria & Pekin Union.....	1,650	.....	.....	1,682	38	38	84
85	Peoria, Decatur & Evansville.....	10,392	.....	.....	10,834	3,748	4,501	85
88	Pittsburgh, Cincinnati, Chicago & St. Louis.....	116	.....	.....	125	25	16	88
90	Quincy, Omaha & Kansas City.....	526	.....	.....	547	221	371	90
91	Rock Island & Peoria.....	.....	.....	.....	.....	.....	.....	91
92	St. Louis, Alton & Terre Haute (2).....	.....	.....	.....	.....	.....	.....	92
93	Belleville & Carondelet (2).....	.....	.....	.....	.....	.....	.....	93
94	Belleville & Eldorado (2).....	.....	.....	.....	.....	.....	.....	94
95	Belleville & Southern Illinois (2).....	.....	.....	.....	.....	.....	.....	95
96	Chicago, St. Louis & Paducah (2).....	.....	.....	.....	.....	.....	.....	96
97	St. Louis Southern (2).....	.....	.....	.....	.....	.....	.....	97
98	Carbondale & Shawneetown (2).....	.....	.....	.....	.....	.....	.....	98
99	St. Louis, Belleville & Southern.....	121	.....	.....	124	.....	.....	99
100	St. Louis, Chicago & St. Paul.....	840	.....	.....	862	618	592	100
101	St. Louis, Indianapolis & Eastern. (Opp. L. & S.).....	107	.....	.....	114	9	2	101
102	St. Louis & Eastern.....	897	.....	.....	857	38	9	102
103	St. Louis Merchants' Bridge Terminal.....	10	.....	.....	46	23	7	103
104	Tennard Railroad Association, of St. Louis.....	65	.....	.....	90	28	3	104
106	Terre Haute & Indianapolis (1).....	.....	.....	.....	.....	.....	.....	106
107	St. Louis, Vandalia & Terre Haute.....	2,240	.....	.....	2,201	640	933	107
108	Terre Haute & Georgia.....	545	.....	.....	550	328	318	108
109	East St. Louis & Carondelet.....	26	.....	.....	32	9	.....	109
110	Toledo, Peoria & Western.....	1,412	.....	.....	1,430	675	582	110



TABLE X.—Description of Equipment, Whole Line, for Year Ending June 30, 1896—Concluded.

NAME OF COMPANY.	37	38	39	40	41	42	43	44	45	46	
	CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.			Total cars owned. Col. 17 + 27+34+37.....	LOCOMOTIVES AND CARS LEASED.			Grand total cars and loco- motives owned. Cols. 5+40.....	Grand total cars and loco- motives owned, equipped with train brake. Cols. 6+18+28+35+38 .....	Grand total cars and loco- motives owned, fitted with automatic coupler. Cols. 7+19+29+36+39 ....	
	Number.....	Equipped with train brake.....	Fitted with auto- matic coupler ..		Number.....	Equipped with train brake.....	Fitted with auto- matic coupler ..				
111 Toledo, St. Louis & Kansas City .....	333	150	141	3,468	.....	.....	.....	3,541	75	1,003	111
113 Wabash .....	1,234	.....	.....	13,980	.....	.....	.....	14,389	2,410	3,713	113
114 Wabash, Chester & Western .....	.....	.....	.....	102	.....	.....	.....	106	9	5	114
115 Wisconsin Central Company .....	.....	.....	.....	5,614	3,924	1,215	1,362	5,725	2,761	2,803	115
Totals .....	6,171	627	1,560	312,638	11,771	5,669	4,863	321,961	131,043	138,651	

(1) Inserted to show relation of following subsidiary lines.

(2) The Illinois Central R. R. Co. will include the equipment of this Company in its report.





54	Kankakee & Southwestern.....	120.84	2,800	36	24.52	41.00	30.00	4.00	56.26	54
55	Round City.....	2.87	2,800	15	63.42			2.87		55
56	Rantoul.....	53.77	3,000	9	9.52		4.76		66.21	56
57	South Chicago.....	4.76								57
58	St. Charles Air Line.....	75.76	31,349	16	17.50		34.51	6.00	35.25	58
59	Indianapolis, Decatur & Western.....	63.61	35,420	16	4.41	26.68	11.15	15.96	5.42	59
60	Indiana, Illinois & Iowa.....	88.66	32,969	20				11.91	55.41	60
61	Iowa Central.....	112.30	50,260	29	72.50			12.00	100.30	61
62	Jacksonville, Louisville & St. Louis.....	51.50	33,462	15	28.75			51.50	7.61	62
63	Lake Erie & Western.....	118.60	33,462	26	3.65		30.53	2.53	85.51	63
64	Lake Shore & Michigan Southern.....	14.02	13,209	9	27			4.55		64
65	Lake Street Elevated.....	6.41	2,640	42				(3)		65
66	LaSalle & Bureau County.....	6.35	719		43					66
67	Louisville & Nashville (I).....	171.39	89,924	70			81.44	11.00	86.97	67
68	Southeast & St. Louis.....	11.77	12,813	40	(3)					68
69	M-tropolitan West Side Elevated.....	6.07	2,700	13			6.07		1.00	69
70	Michigan Central.....	29.00	4,636		29.00					70
71	Joliet & Northern Indiana.....									71
72	Mobile & Ohio (I).....	160.60	82,104	31		27.80	61.53		58.77	72
73	St. Louis & Cairo.....	9.96	3,000	3						73
74	New York, Chicago & St. Louis (I).....	9.00	2,640	1	.50		8.44	1.52		74
75	Chicago & State Line.....									75
76	Pawnee.....	4.43	2,816		4.43				9.00	76
77	Pennsylvania Co. (I).....	16.32	10,172	10	9.06	13.05	1.57	1.70		77
78	Calumet River.....	10.25	5,490	2	1.39	2.20	4.15	3.90	4.43	78
79	Pittsburgh, Ft. Wayne & Chicago.....	18.14	37,955	14	6.00			18.14		79
80	South Chicago & Southern.....	76.50	121,740	82	24.79		31.00	10.00		80
81	Peoria & Pekin Union.....	27.90	6,959	12	8.00	1.79	24.21	1.54	4.25	81
82	Peoria, Decatur & Evansville.....	2.35	1,511		2.35			.76		82
83	Pittsburgh, Cincinnati, Chicago & St. Louis.....	118.00	26,857	26			108.00	.30		83
84	Englewood Connecting.....	14.40	23,810	5	13.30				.80	84
85	Quincy, Omaha & Kansas City (I).....	17.30	2,800	2						85
86	Rock Island & Peoria.....	37.20	2,800	10						86
87	St. Louis, Alton & Terre Haute.....	56.40	2,800	9	12.19			4.50		87
88	Belleville & Carondelet.....	53.50	2,800	13	9.00	1.10		7.79	2.00	88
89	Belleville & Southern Illinois.....	30.00	2,800	14						89
90	Chicago, St. Louis & Paducah.....	17.21	2,800	3						90
91	St. Louis Southern.....	13.00	2,800	33	12.00	23.20			13.00	91
92	Cardinal & Shawneetown.....	106.00	26,273	8					17.24	92
93	St. Louis, Belleville & Southern.....	12.00	23,411	7	38.20		.20	.50	57.80	93
94	St. Louis, Chicago & St. Paul.....	74.47	3,939.97						51.60	94
95	St. Louis, Hannamp. & East. (Opp. I. & L.S.).....	14.00	3,023	1	23.59			24.26	26.62	95
96	St. Louis & Eastern.....	8.82	6.54					8.82		96
97	St. Louis Merchants' Bridge Terminal.....	.67	4,392							97
98	Terminal Railroad Association of St. Louis.....	.59								98
99	St. Louis Bridge.....									99
100										100
101										101
102										102
103										103
104										104
105										105

TABLE XI.—Continued.

1	2	3	4	5	6	7	8	9	10	11	12	13	14
NAME OF COMPANY.	RAILS.		TIES.	Number of stations on road	Length of road unfenced— in miles.	BALLAST.							
	IRON.	STEEL.				Number relaid during year.	Average number per mile.	Miles of stone.	Miles of gravel.	Miles of cinders.	Miles of earth.	Miles of slag.	Miles of sand.
106 Terre Haute & Indianapolis (1).		159.30	2,381.22	52,480	2,640	42	48.60	19.50	132.36	6.35			106
107 St. Louis, Vandalia & Terre Haute.		137.60	333.80	63,879	2,816	41			45.05	17.35	75.20		107
108 Terre Haute & Peoria.....		12.72		10,978	2,640	51				2.00	10.72		108
109 East St. Louis & Carondelet.....		227.70	523.35	107,888	2,800	41	62.17		7.00	41.59	182.11		109
110 Toledo, Peoria & Western.....	3.00	179.49	310.00	65,440	2,640	43	39.50		117.26	4.66	41.14		110
111 Toledo, St. Louis & Kansas City.....		8.37				43				8.37			111
112 Union Stock Yards & Transit.....		632.20	6,314.00	2,5,681	3,000	185	209.90	21.80	284.20	162.00	190.00	7.70	112
113 Wabash.....	3.50	63.58		3,223	2,700	16							113
114 Wabash, Chester & Western.....	1.25	48.72	.75	22,828	3,000	35			56.61				114
115 Wisconsin Central Company (1).....	8.89	10095.16	58,407.80	3,683,148	2,750								115
116 Chicago & Wisconsin.....						2,740	1,530.03	1,529.22	3,725.52	980.83	3,775.4	98.81	116
Totals.....	405.48												138.31

(1) Inserted to show relation of following subsidiary lines.

(2) Switching road to Illinois Steel Company's works.

(3) Elevated street railroad in Chicago.

(4) Terminals at Quincy, Ill., 4.36 miles.







[illegible]

Table XI.—Concluded.

NAME OF COMPANY.	15	16	17	18	19	20	21	22	23	24	25	26	27	28
	BRIDGES.				Aggregate length in feet and inches.	Number.....	TRESTLES, Aggregate length in feet.....	OVERHEAD HIGHWAY CROSSINGS.			OVERHEAD RAILWAY CROSSINGS.			No. of grade highway crossings.....
	No. of stone .....	No. of iron.....	No. of wooden.....	No. of combination				No. of bridges.....	No. of conduits ...	No. of trestles.....	No. of bridges.....	No. of conduits....	No. of trestles.....	
113 Wabash.....		42	6		10,075.00	1,334	55,304.00				1		1	15
114 Wabash, Chester & Western.....		4			250.00	100	9,650.00							33
115 Wisconsin Central Company (1).....					456.05	40	1,721.00							114
116 Chicago & Wisconsin.....		3												115
Totals.....	1,447	1,308	1,880	46	324,084.02	7,727	645,430.05	238	6	92	49	4	12	61
														116
														11,401

(1) Inserted to show relation of following subsidiary lines.

(2) Elevated Street Railroad in Chicago.

(3) Included in wooden bridges.

(4) Included in report of St. L., A. &amp; T. H. R. R.

TABLE XII.—Consumption of Fuel by Locomotives in Tons, in Illinois, for Year Ending June 30, 1896.

NAME OF COMPANY.	PASSENGER.						FREIGHT.					
	Wood—Cords.			Miles run.			Wood—Cords.			Miles run.		
	Coal—Tons.	Hard.	Soft.	Total fuel consumed—Tons.	Av. pounds consumed per mile.	Coal—Tons.	Hard.	Soft.	Total fuel consumed—Tons.	Average pounds consumed per mile.		
1	2	3	4	5	6	7	8	9	10	11	12	13
5 Baltimore & Ohio(1).....	3,703		17	3,720	116,702	63.75	6,272		53	6,325	100,304	125.75
6 Baltimore & Ohio & Chicago.....	50,284	713		50,700	1,223,890	82.95	93,675	1,060		94,381	1,404,320	134.33
7 Baltimore & Ohio Southwestern.....	72,224	1,518		73,256	1,919,250	76.33	136,627	1,931		137,915	2,387,057	113.55
10 Chicago & Alton.....	30,794	208		30,932	706,530	87.56	71,195	420		71,475	952,175	130.33
11 Chicago & Eastern Illinois.....	29,615	236		29,772	897,842	73.70	103,926	629		110,346	1,850,610	139.30
12 Chicago & Erie.....	4,287			4,287	107,100	80.06	10,182			10,182	199,611	102.02
16 Chicago & Grand Trunk.....	122,087	402	812	122,761	3,403,915	72.00	183,685	456	896	184,437	3,997,057	92.45
21 Chicago & Northwestern.....	11,427		8	11,431	1,134,694	40.70						
22 Chicago & Northern Pacific.....	24,774			24,774	1,970,532	66.00	3,330			3,330	94,331	72.00
23 Chicago & Northern Pacific.....	4,580			4,580	534,532	66.00	14,110		116	14,198	281,604	101.00
24 Chicago & Texas.....	113,777	2,600	76	115,510	4,564,533	63.76	423,832	5,342		427,547	8,547,269	100.01
25 Chicago, Burlington & Northern.....							16,778			16,778	249,216	13.06
26 Chicago, Burlington & Quincy(2).....							3,383			3,383	58,880	110.00
34 Chicago, Lake Shore & Eastern.....	1,410		11	1,424	75,700	37.00	33			33	68,341	68.34
36 Chicago, Paducah & Memphis.....	18,351	250		18,517	475,093	78.30	18,005	250		18,171	467,092	89.85
37 Chicago, Peoria & St. Louis.....	46,332	708		46,924	1,351,079	69.46	71,539			72,207	1,007,313	121.45
38 Chicago, Rock Island & Pacific.....	49,661	630		49,451	1,386,114	71.35	100,665	756		101,169	1,070,513	121.45
41 Cleveland, Cin., Chicago & St. Louis.....	41			42	1,176	70.68	3,755	44		3,784	69,842	108.36
42 Kankakee & Seneca.....							29,420	329		29,639	330,110	164.61
43 Peoria & Eastern.....	8,168	239		8,327	261,063	63.79	29,420	329		29,639	330,110	164.61
46 Elgin, Joliet & Eastern.....	2,052	40		2,082	31,222	21.67	45,296	825		45,816	605,058	151.51
47 Fulton County Narrow Gauge.....	618	24		620	10,411	31.15	922	24		934	38,136	48.92
48 Illinois Central.....	146,398	4,621		149,179	4,215,012	70.13	324,080			335,027	5,888,051	114.00
49 Indianapolis, Decatur & Western.....	3,823			3,823	148,927	51.00	4,478	6,820		4,478	86,228	112.00
60 Indiana, Illinois & Iowa.....	1,402	24		1,421	52,558	54.00	11,199	136		11,289	269,983	83.63

*Table XII.*—Concluded.

[illegible]

110 Toledo, Peoria & Western.....	9,102	530	9,322	306,056	50.93	29,803	842	.....	30,364	571,015	106.35
111 Toledo, St. Louis & Kansas City.....	8,850	.....	8,850	288,547	61.34	25,062	.....	.....	25,062	414,411	120.35
113 Wabash.....	52,719	838	53,278	1,702,593	62.40	124,759	1,985	.....	126,082	2,167,692	131.70
114 Wabash, Chester & Western.....	1,429	.....	1,429	55,547	51.45	2,131	.....	.....	2,131	46,362	76.84
115 Wisconsin Central Company.....	8,328	.....	8,380	199,643	83.80	8,608	.....	39	8,658	204,569	84.60
Totals.....	977,205	14,534	989,559	29,420,634	67.29	2,105,245	24,098	3,977	2,127,704	38,459,406	109.23
			2,388								



TABLE XII.—Consumption of Fuel by

	NAME OF COMPANY.	14	15	16	17	18	19
		SWITCHING.					
		Coal— Tons.	WOOD— CORDS.		Total fuel con- sumed—tons.	Miles run . . . . .	Average pounds consumed per mile . . . . .
			Hard	Soft.			
5	Baltimore & Ohio (1) . . . . .	12,288			12,288	358,031	68.64
6	Baltimore & Ohio & Chicago . . . . .	22,914	186		23,038	598,030	77.04
7	Baltimore & Ohio Southwestern . . . . .	30,582	122		30,663	588,256	104.25
8	Belt Railway of Chicago . . . . .	24,377	592		24,772	733,410	67.53
10	Chicago & Alton . . . . .	20,885		167	20,968		
13	Chicago & Calumet . . . . .	28,410	162		28,518	382,053	149.29
14	Chicago & Eastern Illinois . . . . .	8,086	58		8,125	279,768	58.08
15	Chicago & Western Indiana . . . . .	20,188	125		20,271	675,407	60.00
16	Chicago & Erie . . . . .	2,421			2,421	75,853	63.83
17	Chicago & Grand Trunk . . . . .	64,998	204	548	65,448	2,256,556	58.01
21	Chicago & Northwestern . . . . .	5,164		7	5,168		
22	Chicago & Northern Pacific . . . . .						
23	Chicago & South Side Rapid Transit . . . . .						
24	Chicago & Texas . . . . .						
25	Chicago, Burlington & Northern . . . . .	4,710		56	4,738	114,285	83.00
26	Chicago, Burlington & Quincy . . . . .	97,283	1,350		98,193	3,555,441	58.52
34	Chicago, Lake Shore & Eastern . . . . .	32,307			32,307	1,594,568	4.05
36	Chicago, Paducah & Memphis . . . . .	190		2	192		
37	Chicago, Peoria & St. Louis . . . . .	6,494	135		6,581	167,276	88.27
38	Chicago, Rock Island & Pacific . . . . .	36,360	1,247		37,191	1,474,791	50.44
41	Cleveland, Cincinnati, Chicago & St. Louis . . . . .	32,675	396		32,939	881,886	73.57
42	Kankakee & Seneca . . . . .						
43	Peoria & Eastern . . . . .	3,734	71		3,781	79,721	94.86
45	East St. Louis Connecting . . . . .	7,875			7,875		
46	Elgin, Joliet & Eastern . . . . .	12,442	438		12,733	276,614	92.06
47	Fulton County Narrow Gauge . . . . .						
48	Illinois Central . . . . .	76,104	1,625		77,197	2,522,727	61.20
59	Indianapolis, Decatur & Western . . . . .	1,698			1,698	49,753	68.00
60	Indiana, Illinois & Iowa . . . . .	2,333	13		2,343	74,204	63.14
61	Iowa Central . . . . .	1,241	60		1,280	26,089	98.00
63	Jacksonville, Louisville & St. Louis . . . . .						
64	Litchfield, Carrollton & Western . . . . .						
65	Lake Erie & Western . . . . .	3,527	100		3,593	101,670	70.69
66	Lake Shore & Michigan Southern . . . . .	17,486	295		17,683	563,512	62.76
67	Lake Street Elevated . . . . .						
69	Louisville & Nashville (1) . . . . .						
70	South-east & St. Louis . . . . .	8,365		46	8,388	283,182	59.17
73	Michigan Central . . . . .	11,500			11,500	517,800	41.41
75	Mobile & Ohio (1) . . . . .						
76	St. Louis & Cairo . . . . .	4,607			4,607	227,741	40.46
77	New York, Chicago & St. Louis . . . . .	7,553	85		7,639	269,231	56.53
79	Pawnee . . . . .	26			26	700	74.00
80	Pennsylvania Co. (1) . . . . .						
82	Pittsburgh, Ft. Wayne & Chicago . . . . .	2,719	30		2,739	85,248	61.26
83	South Chicago & Southern . . . . .	351	5		351	7,146	90.06
84	Peoria & Pekin Union . . . . .	18,177		371	18,515	576,968	63.00
85	Peoria, Decatur & Evansville . . . . .	3,234			3,234	99,893	64.74
88	Pittsburgh, Cincinnati, Chicago & St. Louis . . . . .	3,101	52		3,134	82,768	75.77
90	Quincy, Omaha & Kansas City . . . . .	362			362	25,100	28.84



Table XII.—

	NAME OF COMPANY.	14	15	16	17	18	19
		SWITCHING.					
		Coal— Tons.	Wood— CORDS.		Total fuel con- sumed—tons....	Miles run.....	Average pounds consumed per mile.....
			Hard	Soft.			
91	Rock Island & Peoria .....	1,750	21	.....	1,764	91,105	38.72
101	St. L., Indianapolis & Eastern. (Opp. I.&I. S.) .....	.....	.....	.....	.....	.....	.....
103	St. Louis Merchants' Bridge Terminal .....	17,345	109	.....	17,418	.....	.....
104	Terminal Railroad Association of St. Louis..	41,299	685	.....	41,756	.....	.....
106	Terre Haute & Indianapolis (1) .....	.....	.....	.....	.....	.....	.....
107	St. Louis, Vandalia & Terre Haute.....	.....	.....	.....	.....	.....	.....
108	Terre Haute & Peoria .....	16,185	207	.....	16,392	255,507	128.00
109	East St. Louis & Carondelet.....	3,181	.....	84	3,349	59,541	112.00
110	Toledo, Peoria & Western.....	834	39	.....	860	45,250	47.69
111	Toledo, St. Louis & Kansas City .....	7,432	.....	.....	7,432	225,017	66.06
113	Wabash.....	25,297	403	.....	25,566	873,206	58.50
114	Wabash, Chester & Western .....	.....	.....	.....	.....	.....	.....
115	Wisconsin Central Company .....	5,921	.....	44	5,943	190,455	62.40
	Totals.....	756,021	8,873	1,325	763,065	21,165,859	72.10

(1) Inserted to show relation of following subsidiary lines.

(2) East of Missouri River.

Concluded.

20	21	22	23	24	25	26	27	28	29	30	
CONSTRUCTION.						Grand total fuel consumed—tons.....	Grand total miles run.	Average pounds consumed per mile.....	Average cost wood per cord at distributing point.....	Average cost coal per ton at distributing point.....	Average cost wood per cord at distributing point.....
Coal—Tons.	Wood—CORDS		Total fuel consumed—tons....	Miles run.....	Average pounds consumed per mile.....						
	Hard.	Soft.									
280	11	.....	287	12,588	45.59	17,957	560,579	64.07	\$1 52	\$2 95	91
.....	.....	.....	.....	.....	.....	2,807	68,707	136.00	75	.....	101
.....	.....	.....	.....	.....	.....	17,418	.....	.....	95	3 25	103
.....	.....	.....	.....	.....	.....	41,756	.....	.....	96	3 25	104
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	106
3,803	.....	16	3,835	125,396	61.00	96,911	1,959,789	83.00	82	1 73	107
1,824	.....	.....	1,824	26,273	138.00	23,908	507,720	105.30	1 06	1 50	108
.....	.....	.....	.....	.....	.....	3,349	59,541	112.00	83	1 73	109
.....	.....	.....	.....	.....	.....	40,546	982,321	82.55	1 00	1 65	110
335	.....	.....	335	6,156	108.78	41,679	934,132	89.24	98	.....	111
.....	.....	.....	.....	.....	.....	204,926	4,743,491	86.40	1 03	1 56	113
.....	.....	.....	.....	.....	.....	3,563	101,909	69.93	71	.....	114
68	.....	.....	68	2,253	60.30	23,049	596,860	77.20	1 46	72	115
42,820	700	62	67,791	1,298,586	52.21	3,948,119	90,844,545	75.21	\$1 26	\$1 78	

TABLE XIII—*Accidents in Illinois for*

1	2	3	4	5	6	7	8	9	10	11	12	13	
NAME OF COMPANY.	PAS- SENGERS.			EMPLOYES.			OTHERS.			TOTAL.			GRAND TOTAL.....
	Killed.....	Injured.....	Total.....	Killed.....	Injured.....	Total.....	Killed.....	Injured.....	Total.....	Killed.....	Injured.....	Total.....	
1 Atchison, Topeka & Santa Fé.....			5	5	2	79	81	14	17	31	16	101	117
5 Baltimore & Ohio (1).....													
6 Baltimore & Ohio & Chicago.....						12	12	2	5	9	2	19	21
7 Baltimore & Ohio S-W.....		3	3	2		26	28	10	10	20	12	39	51
8 Belt Railway of Chicago.....						5	7	1	18	19	3	23	26
9 Centralia & Chesler.....		2	2						1	1		3	3
10 Chicago & Alton.....				48		15	63	14	3	17	62	18	80
13 Chicago & Calumet.....				1		8	9	1		1	2	8	10
14 Chicago & Eastern Illinois.....	1		1	3		27	30	24	9	33	28	26	54
15 Chicago & Western Indiana.....						4	4	1	4	5	1	8	9
17 Chicago & Grand Trunk.....						1	1	7	3	10	7	4	11
21 Chicago & Northwestern.....	6	6	12	12		41	53	59	43	102	77	90	167
22 Chicago & Northern Pacific.....		4	4			24	24	5	15	20	5	43	48
23 Chicago & S. S. Rapid Transit.....		5	5			1	1		5	5		11	11
24 Chicago & Texas.....						1	1					1	1
25 Chi., Burlington & Northern.....		2	2			11	11					13	13
26 Chicago, Burlington & Quincy.....	1	1	2	9		12	21	37	25	62	47	38	85
32 St. L., Rock Island & Chicago.....						4	5	4		4	5	4	9
33 Chicago Great Western.....				3		27	30	5	5	10	8	32	40
34 Chicago, Lake Shore & Eastern.....				2		11	13		2	2	2	13	15
35 Chicago, Milwaukee & St. Paul.....	1	1	2	8		9	19	30	23	53	39	33	72
37 Chicago, Peoria & St. Louis.....	2	11	13	2		40	42	4	15	19	7	66	73
38 Chicago, Rock Island & Pacific.....		3	3	7		8	15	29	5	34	36	16	52
41 Cleve., Cin., Chicago & St. L.....		7	7	6		93	99	15	28	43	21	128	149
43 Peoria & Eastern.....	2	7	9	3		73	76	3	8	11	8	88	96
45 East St. Louis Connecting.....						10	10		1	1		11	11
46 Elgin, Joliet & Eastern.....						109	109		8	8		117	117
48 Illinois Central.....	3	6	9	22		82	104	57	48	105	82	136	218
59 Indianapolis, Decatur & West'n.....						5	5	1	1	2	1	6	7
60 Indiana, Illinois & Iowa.....				1		17	18		3	3	1	20	21
61 Iowa Central.....	1	1	3			24	27		3	3	3	28	31
65 Lake Erie & Western.....						3	3	1	3	4	1	6	7
66 Lake Shore & Mich. Southern.....	1	1	2			3	5	8	14	22	10	18	28
67 Lake Street Elevated.....		13	13	2		4	6	1	1	2	3	18	21
69 Louisville & Nashville (1).....													
70 Southeast & St. Louis.....	1	1	1			15	16	5	10	15	6	26	32
73 Michigan Central.....				4		11	15	3	8	11	7	19	26
75 Mobile & Ohio (1).....													
76 St. Louis & Cairo.....	1	1	1			38	39	6	3	9	7	42	49
77 New York, Chicago & St. Louis.....	1	1	1			74	75	2	7	9	3	82	85
80 Pennsylvania Co (1).....													
82 Pitts., Ft. Wayne & Chicago.....		5	5	1		172	173	5	21	26	6	198	204
83 South Chicago & Southern.....						2	2					2	2
84 Peoria & Pekin Union.....						46	47	1	2	3	2	48	50
85 Peoria, Decatur & Evansville.....	1		1	1		9	10	1		1	3	9	12
88 Pitts., Cin., Chicago & St. Louis.....		2	2	2		100	102	8	25	33	10	127	137
89 Englewood Connecting.....									6	6		6	6





Table XIII—

	1	2	3	4	5	6	7	8	9	10	11	12	13
NAME OF COMPANY.	PAS- SENGERS.			EMPLOYES.			OTHERS.			TOTAL.		GRAND TOTAL.	
	Killed.....	Injured.....	Total.....	Killed.....	Injured.....	Total.....	Killed.....	Injured.....	Total.....	Killed.....	Injured.....		
90 Quincy, Omaha & Kansas City.....						2	2	1	2	3	1	4	5
91 Rock Island & Peoria.....	1	3	4			10	10	1	4	5	2	17	19
100 St. Louis, Chicago & St. Paul.....					3	17	20		2	2	3	19	22
101 St. L., I. & E. (Opp. I. & L. S.).....						2	2					2	2
102 St. Louis & Eastern.....		1	1	1	1	9	10		2	2	1	12	13
103 St. L. Merchants' Bridge Ter.....	1		1					1	1	2	1	2	3
104 Terminal R. R. Assn. of St. L.....						2	2					2	2
106 Terre Haute & Indianapolis (1).....													
107 St. L., Vandalia & T. H.....		7	7	3	3	69	72	6	13	19	9	89	98
108 Terre Haute & Peoria.....						35	35	1	4	5	1	39	40
109 East St. Louis & Carondelet.....						2	2		1	1		3	3
110 Toledo, Peoria & Western.....		1	1	3	3	9	12	4	5	9	7	15	22
111 Toledo, St. Louis & Kansas City.....		1	1	1	1	50	51	2	5	7	3	56	59
113 Wabash.....	1	1	2	7	7	32	39	16	26	42	24	59	83
115 Wisconsin Central Company.....	1	2	3	2	2	4	6	5	2	7	8	8	16
Totals.....	21	104	125	173	173	1,399	1,572	401	477	878	595	1,980	2,575

(1) Inserted to show relation of following subsidiary lines.

Concluded.

14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KIND OF ACCIDENT.																	
COUPLING AND UN- COUPLING.		FALLING FROM TRAINS AND EN- GINES.		OVER- HEAD OB- STRUC- TIONS.		COL- LISIONS		DE- RAIL- MENTS.		OTHER TRAIN ACCI- DENTS.		AT HIGH- WAY CROSS- INGS.		AT STA- TIONS.		OTHER CAUSES.	
Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....
.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....	1	90
.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....	91
1	4	1	3	.....	.....	.....	.....	.....	4	.....	3	.....	2	1	.....	2	100
.....	2	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	101
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	102
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	104
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	106
.....	19	.....	7	1	.....	1	2	1	.....	.....	2	4	.....	2	.....	4	55
.....	6	.....	6	.....	.....	.....	.....	1	.....	.....	1	3	.....	13	.....	.....	10
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
.....	4	1	1	.....	.....	.....	.....	2	.....	.....	.....	2	1	.....	3	2	6
.....	11	1	8	.....	.....	.....	.....	.....	.....	.....	.....	1	1	4	.....	1	32
.....	16	3	5	.....	.....	2	6	.....	.....	.....	1	4	6	2	1	13	24
.....	3	1	.....	.....	.....	.....	.....	.....	.....	3	1	2	2	.....	.....	2	2
13	479	32	178	5	18	13	35	27	78	12	50	78	103	84	233	327	810

TABLE XIV.—*Taxes Paid in Illinois.*

1	2	3	4	
NAME OF COMPANY.	1894	1895	1896	
1 Archison, Topeka & Santa Fé.....	\$92,273 39	\$97,023 74	\$110,536 50	1
5 Baltimore & Ohio.....				5
6 Baltimore & Ohio & Chicago.....	24,305 17	20,435 88	25,241 96	6
7 Baltimore & Ohio Southwestern.....		86,338 98	110,053 58	7
8 Belt Railway of Chicago.....	54,000 00	51,009 31	62,991 69	8
9 Centralia & Chester.....		11,296 12	5,908 76	9
10 Chicago & Alton.....	214,534 59	433,420 64	238,328 90	10
13 Chicago & Calumet Terminal.....	7,159 18	8,425 16	21,302 47	13
14 Chicago & Eastern Illinois.....	96,350 97	107,012 53	152,937 00	14
15 Chicago & Western Indiana (2).....	90,433 20	96,878 64	119,536 50	15
16 Chicago & Erie (6).....				16
17 Chicago & Grand Trunk.....	80,697 63	60,091 64	94,067 06	17
20 Chicago & Indiana State Line.....	2,898 25	1,297 14	3,164 32	20
21 Chicago & Northwestern.....	242,567 29	247,158 17	280,586 89	21
22 Chicago & Northern Pacific.....	(3) 90,280 43	109,493 16	147,612 95	22
23 Chicago & South Side Rapid Transit.....	4,700 64	32,617 66	31,499 50	23
24 Chicago & Texas.....	5,319 90	5,640 57	5,564 40	24
25 Chicago, Burlington & Northern.....	24,183 70	24,362 53	25,635 96	25
26 Chicago, Burlington & Quincy.....	336,024 71	633,818 13	481,144 13	26
27 Chicago & Iowa.....	22,533 40	20,663 45	21,658 16	27
28 Galesburg & Rio.....	2,166 32	2,010 30	23,378 64	28
29 Illinois Valley & Northern.....	9,658 07	10,926 23	10,734 63	29
32 St. Louis, Rock Island & Chicago.....	51,236 12	54,616 61	57,687 43	32
33 Chicago Great Western.....	37,051 17	37,296 94	40,222 95	33
34 Chicago, Lake Shore & Eastern.....			30,762 87	34
35 Chicago, Milwaukee & St. Paul.....	147,307 61	113,074 71	151,493 72	35
36 Chicago, Paducah & Memphis.....			11,376 91	36
37 Chicago, Peoria & St. Louis.....	51,298 85	(7) 28,144 17	12,500 00	37
38 Chicago, Rock Island & Pacific.....	169,499 26	204,033 39	187,755 78	38
41 Cleve and, Cincinnati, Chicago & St. Louis.....	130,026 30	123,546 02	123,959 41	41
42 Kankakee & Seneca.....	12,109 02	11,757 09	8,605 78	42
43 Peoria & Eastern.....	32,507 82	31,788 15	31,236 00	43
44 De Pue, Ladd & Eastern.....	261 75			44
45 East St. Louis Connecting.....	6,571 38	2,280 10	1,344 60	45
46 Elgin, Joliet & Eastern.....	37,048 27	40,676 50	47,304 24	46
47 Fulton County Narrow Gauge.....	2,265 59	2,755 63	3,410 16	47
48 Illinois Central.....	(4) 783,556 24	(5) 781,057 82	(9) 787,995 14	48
59 Indianapolis, Decatur & Western.....	15,946 69	15,218 73	17,200 00	59
60 Indiana, Illinois & Iowa.....	11,631 26	13,948 95	15,858 42	60
61 Iowa Central.....	15,069 30	15,878 61	16,542 67	61
63 Jacksonville, Louisville & St. Louis.....		1,868 82	13,563 45	63
64 Litchfield, Carrollton & Western.....			3,792 71	64
65 Lake Erie & Western.....	26,745 17	27,838 30	32,696 74	65
66 Lake Shore & Michigan Southern.....	70,884 36	80,067 78	98,445 27	66
67 Lake Street Elevated.....	181 01	27,688 77	14,116 16	67
68 LaSalle & Bureau County.....	22 43	786 10	884 56	68
69 Louisville & Nashville (1).....				69
70 Southeast & St. Louis.....	36,661 68	38,415 10	39,716 35	70
71 Louisville, Evansville & St. Louis Consol.....	30,294 80	29,636 52	(10) 57,356 12	71
73 Michigan Central.....	25,283 57	22,449 14		73
75 Mobile & Ohio (1).....				75
76 St. Louis & Cairo.....	30,305 20	33,946 29	36,965 77	76
77 New York, Chicago & St. Louis.....	23,658 06	28,037 94	37,579 21	77
79 Pawnee.....		420 87	417 78	79
80 Pennsylvania Co. (1).....				80
82 Pittsburgh, Ft. Wayne & Chicago.....	84,987 67	111,511 65	127,478 59	82
83 South Chicago & Southern.....	2,951 66	3,099 82	3,554 49	83
84 Peoria & Pekin Union.....		25,568 85	27,261 04	84
85 Peoria, Decatur & Evansville.....	33,659 89	39,622 93	42,044 56	85

TABLE XIV.—*Taxes Paid in Illinois*—Concluded.

1	2	3	4	
NAME OF COMPANY.	1894	1895	1896	
88 Pittsburgh, Cincinnati, Chicago & St. Louis.	\$68,991 81	\$101,676 67	\$124,329 02	88
89 Englewood Connecting .....	2,519 83	2,894 34	2,842 59	89
90 Quincy, Omaha & Kansas City .....	865 71	852 70	1,277 52	90
91 Rock Island & Peoria .....	36,466 52	32,793 89	43,000 00	91
92 St. Louis, Alton & Terre Haute .....	48,452 04	47,979 61	(11) 12,000 00	92
100 St. Louis, Chicago & St. Paul .....	17,094 94	14,588 93	16,033 91	100
101 St. Louis, Indianapolis & Eastern (Op. I. & I. S.)	757 37	(8) 14 07	12,101 39	101
102 St. Louis & Eastern .....	1,622 93			102
103 St. Louis Merchants' Bridge Terminal .....	14,657 36	13,981 29	16,876 55	103
104 Terminal Railroad Association of St. Louis..	37,807 98	39,202 11	42,768 23	104
106 Terre Haute & Indianapolis (1) .....				106
107 St. Louis, Vandalia & Terre Haute .....	62,455 08	66,497 29	61,533 73	107
108 Terre Haute & Peoria .....	18,021 42			108
109 East St. Louis & Carondelet .....	4,375 29	4,035 81	3,650 22	109
110 Toledo, Peoria & Western .....	36,848 10	37,881 66	41,849 37	110
111 Toledo, St. Louis & Kansas City .....	32,889 64	36,635 16	39,043 66	111
113 Wabash .....	173,761 96	189,981 80	215,863 71	113
114 Wabash, Chester & Western .....	4,498 42	5,621 52	5,976 86	114
115 Wisconsin Central Company .....	12,234 14	13,674 35	15,701 85	115
Totals .....	\$3,846,327 81	\$4,145,202 45	\$4,706,767 79	

(1) Inserted to show relation of following subsidiary lines.

(2) Taxes distributed among tenant companies on basis of wheelage made by each company during year.

(3) Of this amount the Wisconsin Central paid \$53,139.48, and the Northern Pacific \$37,140.95.

(4) Includes \$680,231.83 proportion of gross receipts due State of Illinois.

(5) Includes \$573,452.40 proportion of gross receipts due State of Illinois.

(6) A tenant of the C. & W. I.; owns and operates no line in Illinois.

(7) Jacksonville Southeastern system.

(8) Taxes were paid by a stockholder of the company.

(9) Includes \$635,865.30, proportion of gross receipts due State of Illinois.

(10) No report filed.

(11) Balance paid by Illinois Central.



---

# GRAIN INSPECTION DEPARTMENT.

---

REPORT OF CHIEF GRAIN INSPECTOR.

---





## GRAIN INSPECTOR'S REPORT.

CHICAGO, ILL., January 5, 1897.

*Hon. W. S. Cantrell, Chairman of the Board of Railroad and Warehouse Commissioners, Springfield, Ills.:*

DEAR SIR:—I have the honor to submit herewith the twenty-sixth annual report of the transactions of the Illinois State Grain Inspection Department for the city of Chicago, the period covered being from November 1, 1895, to October 1, 1896, inclusive.

When I came into possession of the office January 1, 1896, succeeding the Honorable George P. Bunker, I found that my predecessor had every department filled with competent and faithful men, and that the inspection furnished to the Board of Trade was giving entire satisfaction, and I found it unnecessary to make many changes.

The increased receipts since June made it necessary to increase the force both on the tracks and in the office. The increase in shipments has also caused an increase of the house inspectors or third assistants, and extra helpers. Now that navigation is closed, while we have decreased the force to a certain extent, I would respectfully recommend an additional reduction in the force, both of the helpers and third assistants and in the office. The force can be again increased when the receipts and shipments are of such character as to demand it.

The past year has been uneventful as regards changes in the department, there having been very few promotions. The new men who have been appointed, as a general thing, have given entire satisfaction, and by their courteous conduct and strict attention to business have given satisfaction and gained the confidence of both the shippers and receivers.

I have taken occasion during the past year to visit a great number of country elevators. I have also spent some days visiting the elevators of Buffalo, New York and Baltimore, in company with Supervising Inspector Smillie. I also spent a day at Minneapolis, a day at St. Paul, a day at Duluth, visiting the elevators at those points, and gathering such information as I could in regard to their system of inspection. We also spent two days in St. Louis, visiting the Board of Trade and in the different elevators of that city. Later I inspected the elevators of Memphis, New Orleans and other southern points, and I feel fully warranted in saying that there is no system of inspection of grain that is giving more general satisfaction, both to the receiver and shipper, than the Chicago inspection.

If I might be permitted, I would most respectfully recommend that all inspectors to be appointed in the future at points outside the city of Chicago shall be made on the recommendation of the Chief Grain Inspector at Chicago, and that they shall be under his supervision and report directly to him. By so doing the grading throughout the State will be uniform, and in my judgment be a great benefit to the people of the State.

I would also recommend to your honorable board that the Chief Grain Inspector be instructed to at least once a year visit the large grain centers of this country. I also feel that it would be doing the service a great good if the Supervising Inspector could accompany him on such trips.

The year, as a whole, has been comparatively no better than the previous year. The low price of grain, and the general depression of business, with the unsettled elevator question, has had its effect upon the grain market, and has materially affected this department, as it is entirely dependent upon the receipts for maintenance.

I feel that I would be doing myself a great injustice if I did not especially refer to Supervising Inspector Smillie and his Assistant Parker, for the able assistance that they have given the department in the fulfillment of their duties. Each one of these gentlemen has worked overtime almost daily in the interests of the department. In fact, their services to this department can hardly be estimated. And while giving them the great credit which is due, equal credit is due both the second and third assistants for the faithful performance of their duties and careful attention to business. I have had few complaints of the inspectors in the last year, and have had no cause to reprimand one.

With the department on a paying basis, some little time ago I recommended to your honorable board that the salaries of all employés of the department be restored to what they were, when your honorable board was forced to reduce them on account of light receipts, and on your order the same was done. I am satisfied that with the prospects of heavy receipts of corn and wheat the coming winter, and with the extremely heavy shipments which must follow in the spring, that the surplus can be retained in the department, sufficiently large for the good and the protection of the department, without raising the inspection fees.

The following tables of exhibits marked Exhibit A 1 to Exhibit H, is a full and correct copy of the business done by this department for the year ending October 1, 1896:

- Exhibit A 1, shows inspection on arrival, by months, of winter wheat.
- Exhibit A 2, shows inspection on arrival, by months, of spring wheat.
- Exhibit A 3, shows inspection on arrival, by months, of corn.
- Exhibit A 4, shows inspection on arrival, by months, of oats.
- Exhibit A 5, shows inspection on arrival, by months, of rye.
- Exhibit A 6, shows inspection on arrival, by months, of barley.
- Exhibit A 7, shows grand total of inspection on arrival, by months, for year.
- Exhibit B 1, shows inspection on arrival, by railroads, of winter wheat.
- Exhibit B 2, shows inspection on arrival, by railroads, of spring wheat.
- Exhibit B 3, shows inspection on arrival, by railroads, of corn.
- Exhibit B 4, shows inspection on arrival, by railroads, of oats.
- Exhibit B 5, shows inspection on arrival, by railroads, of rye.
- Exhibit B 6, shows inspection on arrival, by railroads, of barley.
- Exhibit B 7, shows grand total inspection on arrival for year, by railroads.
- Exhibit C 1, shows inspection on arrival, by canal and lake, bushels winter and spring wheat.
- Exhibit C 2, shows inspection on arrival, by canal and lake, bushels corn.
- Exhibit C 3, shows inspection on arrival, by canal and lake, bushels oats.
- Exhibit C 4, shows inspection on arrival, by canal and lake, bushels rye.
- Exhibit C 5, shows inspection on arrival, by canal and lake, bushels barley.
- Exhibit D 1, shows inspection from store regular elevators, by month.
- Exhibit D 2, shows inspection on board lake vessels of grain loaded from unlicensed elevators.
- Exhibit F, inspection on arrival. Comparative statement of inspections from 1880 to 1896, inclusive.
- Exhibit G, inspection from store. Comparative statement of out inspections from 1883 to 1896, inclusive.
- Exhibit H, average contents of car loads of grain on all railroads and price of inspection per car for same.

Thanking your honorable board for the very many courtesies extended to me the past year, and the interest you have taken in the department, I am

Very truly yours,

D. W. ANDREWS, *Chief Inspector.*











## EXHIBIT A--5.

*Inspection on Arrival—By Months.*

## RYE.

MONTHS.	1	2	3	No grade...	Total.
November, 1895 .....	1	130	23	2	156
December, 1895 .....		159	24		183
January, 1896 .....		105	25		130
February, 1896 .....		168	21		189
March, 1896 .....		180	20		200
April, 1896 .....		57	9	1	67
May, 1896 .....		75	12		87
June, 1896 .....		113	13	3	129
July, 1896 .....		221	45	5	271
August, 1896 .....		211	153	29	393
September, 1896 .....		328	190	58	576
October, 1896 .....		650	309	52	1,011
Totals .....	1	2,397	844	150	3,392
Total estimated bushels.....					2,211,584



## EXHIBIT A—7.

*Grand Total of Inspection on Arrival—By Months—For Year.*

MONTHS.	Winter Wheat..	Spring Wheat..	Corn .....	Oats .....	Rye .....	Barley .....	Total .....
November, 1895.....	619	9,380	10,293	5,132	156	2,750	28,330
December, 1895.....	235	4,664	9,148	5,299	183	1,761	21,290
January, 1896.....	774	1,908	12,657	5,387	130	1,251	22,107
February, 1896.....	615	2,397	8,354	5,887	189	1,531	18,973
March, 1896.....	145	790	10,556	6,640	200	1,628	19,959
April, 1896.....	176	176	6,299	5,094	67	551	12,363
May, 1896.....	203	104	8,055	5,815	87	700	14,964
June, 1896.....	348	143	11,807	8,668	129	1,051	22,146
July, 1896.....	4,520	132	14,900	5,169	271	229	25,221
August, 1896.....	3,833	1,342	20,411	9,401	393	450	35,830
September, 1896.....	3,281	2,844	15,324	9,734	576	1,421	33,180
October, 1896.....	2,487	5,181	24,253	14,115	1,011	5,035	52,082
Total cars.....	17,236	29,061	152,057	86,341	3,392	18,358	306,445
Total estimated bushels.....						260,371,445	

## EXHIBIT B—1.

*Inspection on Arrival—By Railroads.*

## WINTER WHEAT.

RAILROADS.	WHITE.			No grade...	HARD.		RED.			No grade...	COLO- RADO.		No grade...	Totals .....
	2	3	4		2	3	2	3	4		2	3		
C., B. & Q.....	6	14	8	..	243	1,292	579	1,006	672	335	1	....	..	4,156
C., R. I. & P.....	8	5	3	1	212	857	169	219	327	84	....	....	..	1,885
Chicago & Alton.....	....	....	1	2	196	383	434	467	358	295	....	....	..	2,136
Illinois Central.....	....	....	....	..	142	198	191	306	251	116	....	....	..	1,204
Freeport Div., I. C.....	....	....	....	..	....	....	3	15	3	....	....	....	..	21
Gal. Div., C. & N. W.....	1	....	....	..	34	55	7	13	19	....	64	19	..	212
Wis. Div., C. & N. W.....	5	2	....	..	....	....	23	23	2	....	5	....	..	60
W., St. L. & P.....	....	1	1	1	14	18	247	517	244	180	....	....	..	1,223
C. & E. I.....	1	....	....	..	1	1	160	322	175	31	....	....	..	691
Chi., Mil. & St. Paul.....	31	32	....	..	8	12	51	54	51	7	5	....	..	251
Wisconsin Central.....	....	1	....	..	....	....	....	....	3	....	19	....	..	23
Chicago Great Western..	....	....	....	..	47	282	2	4	52	7	....	....	..	394
A., T. & S. F.....	....	1	1	..	196	1,189	141	143	288	52	....	....	..	2,011
E., J. & F.....	....	....	....	..	102	427	16	28	200	5	....	....	..	778
Special.....	....	....	....	..	23	30	1,620	412	71	34	....	....	1	2,191
Total.....	52	56	14	4	1,218	4,744	3,643	3,529	2,716	1,146	94	19	1	17,236

## EXHIBIT B—2.

*Inspection on Arrival—By Railroads.*

## SPRING WHEAT.

RAILROADS.	NORTH- ERN.	2	3	4	No grade...	WHITE.		MIXED.		Totals .....
	1					2	3	2	3	
C., B. & Q.....	2,120	232	4,060	124	15	17	61	...	6	6,635
C., R. I. & P.....	127	221	2,153	453	19	1	1	2	12	2,989
Chicago & Alton.....	...	...	7	2	...	...	...	...	...	9
Illinois Central.....	...	...	24	2	...	...	...	...	...	26
Freeport Div., I. C.....	32	96	630	100	20	...	...	...	...	938
Gal. Div., C. & N. W.....	10	276	3,638	686	22	...	1	...	2	4,635
Wis. Div., C. & N. W.....	21	84	747	69	17	...	...	3	16	957
W., St. L. & P.....	...	1	17	1	...	...	...	...	...	19
C. & E. I.....	...	...	...	...	...	...	...	...	...	...
Chi., Mil. & St. Paul.....	84	260	4,880	320	50	...	5	1	18	5,618
Wis. Central.....	...	...	5	...	...	...	...	...	...	5
Chicago Great Western.....	91	49	562	15	2	1	2	...	...	722
A., T. & S. F.....	...	...	15	8	1	...	...	...	...	24
E., J. & F.....	...	20	273	90	17	...	...	...	...	400
Special.....	1,340	3,337	1,269	128	4	...	...	...	6	6,084
Total.....	3,825	4,576	18,340	1,998	167	19	70	6	60	29,061

## EXHIBIT B—3.

*Inspection on Arrival—By Railroads.*

## CORN.

RAILROADS.	YELLOW.		WHITE.		2	3	4	No grade.	Total.
	2	3	2	3					
C., B. & B.....	6,451	3,718	1,045	418	11,841	4,808	1,162	238	29,681
C., R. I. & P.....	3,225	1,254	469	171	8,984	5,196	797	163	20,219
Chicago & Alton.....	2,649	2,135	734	677	2,143	3,103	1,075	86	12,602
Illinois Central.....	5,157	5,481	1,850	1,200	1,583	2,723	580	37	18,611
Freeport Div., I. C.....	558	710	28	43	560	698	139	17	2,753
Gal. Div., C. & N. W.....	2,409	2,434	156	69	2,181	2,117	410	20	9,796
Wis. Div., C. & N. W.....	10	14	1	1	1	27	1	.....	55
W., St. L. & P.....	2,062	1,454	1,689	642	944	1,196	237	62	8,286
C. & E. I.....	1,241	979	838	266	723	1,027	211	24	5,309
Chi., Mil. & St. Paul.....	1,371	799	37	38	4,654	2,942	394	25	10,260
Wis. Central.....	.....	.....	.....	.....	1	.....	.....	.....	1
Chicago Great Western.....	330	110	94	27	3,207	762	134	56	4,720
A., T. & S. F.....	1,306	833	438	171	2,775	1,692	335	233	7,783
E. J. & E.....	1,856	884	463	102	4,172	1,986	365	127	9,955
Special.....	1,940	3,439	293	202	2,557	3,131	332	132	12,016
Totals.....	30,565	24,244	8,135	4,027	46,286	31,408	6,172	1,220	152,057



EXHIBIT B—4.  
*Inspection on Arrival—By Railroads.*

OATS.

RAILROADS.	WHITE.		2	3	WHITE CLIPPED.		No Grade.	Total.
	2	3			1	2		
C., B. & Q.....	580	5,226	1,005	3,129	.....	.....	192	10,130
C., R. I. & P.....	679	5,860	295	5,351	.....	1	393	12,579
Chicago & Alton.....	156	418	311	1,887	.....	.....	246	3,018
Illinois Central.....	244	1,481	1,759	5,525	.....	2	385	9,399
Freeport Div., I. C.....	1,048	1,907	233	1,064	.....	4	24	4,280
Gal. Div., C. & N. W.....	2,082	7,832	611	3,225	.....	5	9	14,076
Wis. Div., C. & N. W.....	390	1,525	34	284	.....	1	3	2,243
W., St. L. & P.....	122	725	423	2,006	.....	.....	421	3,697
C. & E. I.....	22	277	412	2,411	.....	.....	75	3,197
Chi., Mil. & St. Paul.....	1,982	6,819	617	3,398	.....	1	153	12,970
Wis. Central.....	2	77	.....	60	.....	.....	.....	139
Chicago Great Western.....	397	2,179	436	631	.....	14	7	3,664
A., T. & S. F.....	159	679	357	924	.....	.....	57	2,176
E., J. & E.....	474	554	138	499	.....	1	39	1,705
Special.....	769	1,247	369	605	.....	.....	78	3,068
Totals.....	9,106	36,809	7,060	30,998	6	35	2,327	86,341

## EXHIBIT B—5.

*Inspection on Arrival—By Railroads.*

RYE.

RAILROADS.	1	2	3	No grade.	Total.
C., B. & Q.....	1	667	242	63	973
C., R. I. & P.....		217	152	31	400
Chicago & Alton.....		42	14	18	74
Illinois Central.....		66	45	9	120
Freeport Div., I. C.....		69	20		89
Gal. Div., C. & N. W.....		214	85	3	302
Wis. Div., C. & N. W.....		155	8		163
W., St. L. & P.....		51	30	10	91
C. & E. L.....		57	49	5	111
Chi., Mil. & St. Paul.....		455	84	3	542
Wis. Central.....		55			55
Chicago Great Western.....		87	34	3	124
A., T. & S. F.....		32	31	1	64
E., J. & E.....		21	7		28
Special.....		209	43	4	256
Totals.....	1	2,397	844	150	3,392

## EXHIBIT B-6.

*Inspection on Arrival—By Railroads.*

## BARLEY.

RAILROADS.	CHEVA- LIER.	2	3	4	5	No grade.	Total.
	3						
C., B. & Q.....	.....	9	1,006	261	21	4	1,301
C., R. I. & P.....	.....	.....	1,250	855	244	38	2,387
Chicago & Alton.....	.....	.....	4	4	.....	.....	8
Illinois Central.....	.....	.....	.....	1	.....	.....	1
Freeport Div., I. C.....	.....	.....	925	577	25	8	1,535
Gal. Div., C. & N. W.....	.....	22	1,867	526	29	12	2,456
Wis. Div., C. & N. W.....	.....	57	2,726	321	44	27	3,175
W., St. L. & P.....	.....	.....	.....	.....	1	.....	1
C. & E. I.....	.....	.....	.....	.....	.....	1	1
Chi., Mil. & St. Paul.....	.....	7	4,770	1,299	153	30	6,259
Wis. Central.....	.....	.....	8	3	.....	.....	11
Chicago Great Western.....	2	1	644	383	5	1	1,036
A., T. & S. F.....	.....	1	35	46	3	1	86
E., J. & E.....	.....	.....	3	25	7	.....	35
Special.....	.....	.....	37	28	1	.....	66
Totals.....	2	97	13,275	4,329	533	122	18,358

## EXHIBIT B—7

*Grand Total of Inspection on Arrival for Year—By Railroads.*

Railroads.	Winter wheat	Spring wheat	Corn .....	Oats .....	Rye .....	Barley.....	Total.
C., B. & Q.....	4,156	6,635	29,681	10,130	973	1,301	52,876
C., R. I. & P. ....	1,885	2,989	20,219	12,579	400	2,387	40,459
Chicago & Alton .....	2,136	9	12,602	3,018	74	8	17,847
Illinois Central .....	1,204	26	18,611	9,399	120	1	29,361
Freeport Div. I. C.....	21	938	2,753	4,280	89	1,535	9,616
Gal. Div. C. & N. W.....	212	4,635	9,796	14,076	302	2,456	31,477
Wis. Div. C. & N. W.....	60	957	55	2,243	163	3,175	6,653
W., St. Louis & P.....	1,223	19	8,286	3,697	91	1	13,317
C. & E. I.....	691	.....	5,309	3,197	111	1	9,309
Chi., Milwaukee & St. Paul.....	251	5,618	10,260	12,970	542	6,259	35,900
Wis. Central.....	23	5	1	139	55	11	234
Chicago Great Western .....	394	722	4,720	3,664	124	1,036	10,660
A., T. & Santa Fé .....	2,011	24	7,783	2,176	61	86	12,144
E., J. & E.....	2,778	400	9,955	1,705	28	35	12,901
Special.....	2,191	6,084	12,026	3,068	256	66	23,691
Totals.....	17,236	29,061	152,057	86,341	3,392	18,358	306,445

## EXHIBIT C—1.

*Inspection on Arrival—By Canal and Lake—Bushels.*

## WINTER AND SPRING WHEAT.

MONTHS.	HARD.	RED.		NORTH-ERN.	SPRING.	Totals.	
	3	2	3	4	1		2
November, 1895.....							
December, 1895.....		6,305	52,880				59,185
January, 1896.....					24,996		24,996
February, 1896.....							
March, 1896.....							
April, 1896.....		1,000	5,600				6,600
May, 1896.....		2,946					2,946
June, 1896.....		9,252					9,252
July, 1896.....	2,700	154,521					157,221
August, 1896.....		43,290	4,508			8,000	55,798
September, 1896.....		19,629	29,052	4,524		12,029	65,234
October, 1896.....							
Total.....	2,700	236,943	92,040	4,524	24,996	20,029	381,232

## EXHIBIT C—2.

*Inspection on Arrival—By Canal and Lake—Bushels.*

## CORN.

MONTHS.	YELLOW.		WHITE.		CORN.			Totals.
	2	3	2	3	2	3	4	
November, 1895.....		28,291			35,500	10,768		74,559
December, 1895.....		5,385						5,385
January, 1896.....		26,879				44,240		71,119
February, 1896.....								
March, 1896.....		12,982				9,390		22,381
April, 1896.....		11,487		43,200	9,587	87,419		151,693
May, 1896.....	41,299	6,500		10,000	38,371	32,800		128,970
June, 1896.....	141,072		20,682		218,581			380,335
July, 1896.....	98,300		34,579	8,552	231,331			372,762
August, 1896.....	54,260	8,000	15,440		121,983	14,000	2,200	215,883
September, 1896.....	30,260				416,866			447,126
October, 1896.....	221,822		4,801		524,294			750,917
Totals.....	587,013	99,524	75,502	61,752	1,596,513	198,626	2,200	2,621,130

## EXHIBIT C—3.

*Inspection on Arrival—By Canal and Lake—Bushels.*

## OATS.

MONTHS.	WHITE.		2	3	Total.
	2	3			
November, 1895.....		28,333	17,871	5,400	51,606
December, 1895.....					
January, 1896.....			24,500		24,500
February, 1896.....			30,075		30,075
March, 1896.....					
April, 1896.....	1,000	55,622	23,012	21,000	100,634
May, 1896.....		32,617	73,059	20,200	125,876
June, 1896.....	40,809	86,228	84,809	2,500	214,346
July, 1896.....		73,338	83,442	11,100	167,880
August, 1896.....		23,800	37,825	3,500	65,125
September, 1896.....			75,926	24,100	100,026
October, 1896.....			3,500	8,500	12,000
Totals .....	41,809	299,940	454,019	96,300	892,068



## EXHIBIT C -4.

*Inspection on Arrival—By Canal and Lake—Bushels.*

## RYE.

Months.	2	3	Total.
November, 1895.....			
December, 1895.....			
January, 1896.....			
February, 1896.....			
March, 1896.....			
April, 1896.....			
May, 1896.....			
June, 1896.....			
July, 1896.....			
August, 1896.....			
September, 1896.....	10,212		10,212
October, 1896.....	8,271	1,000	9,271
Totals.....	18,473	1,000	19,483

## EXHIBIT C—5.

*Inspection on Arrival—By Canal and Lake—Bushels.*

## BARLEY.

Months.	3	Total.
November, 1895.....		
December, 1895.....	19,975	19,975
January, 1896.....	10,926	10,926
February, 1896.....		
March, 1896.....		
April, 1896.....		
May, 1896.....		
June, 1896.....		
July, 1896.....		
August, 1896.....		
September, 1896.....		
October, 1896.....		
Totals.....	30,901	30,901

## EXHIBIT D—1.

*Inspection from Store—Regular Elevators.*

MONTHS.	WINTER WHEAT.	SPRING WHEAT.	CORN.	OATS.	RYE.	BARLEY	TOTAL.
	Bushels	Bushels	Bushels	Bushels	Bushels	Bushels	Bushels
November, 1895.....	1,969,760	520,187	3,297,595	127,612	.....	192,877	6,108,031
December, 1895.....	1,599,132	944,678	1,315,899	226,132	15,985	15,505	4,117,331
January, 1896.....	915,924	455,309	1,664,972	3,700	.....	2,850	3,042,755
February, 1896.....	1,950,710	280,427	1,997,387	1,048	.....	5,500	4,235,072
March, 1896.....	2,422,804	517,781	1,651,367	49,285	.....	8,260	4,649,497
April, 1896.....	2,024,776	435,387	2,765,932	234,752	25,000	66,820	5,552,667
May, 1896.....	877,653	687,022	4,290,351	1,585,936	130,551	.....	7,571,513
June, 1896.....	333,102	1,110,405	4,367,409	1,284,029	114,238	.....	7,209,183
July, 1896.....	341,398	1,029,688	6,054,081	1,286,231	86,997	11,067	8,809,462
August, 1896.....	1,090,517	1,036,816	8,088,806	668,000	71,517	1,545	10,957,201
September, 1896.....	579,852	1,017,685	6,984,277	609,531	233,545	41,282	9,466,172
October, 1896.....	600,716	545,000	10,674,296	148,838	182,854	485,850	12,637,554
Totals.....	14,706,344	8,580,385	53,152,372	6,225,094	860,687	831,556	84,356,438

## EXHIBIT D—2.

*Inspection on Board Lake Vessels—Grain Loaded from Unlicensed Elevators.*

MONTHS.	WINTER WHEAT.	SPRING WHEAT.	CORN.	OATS.	RYE.	BARLEY	TOTAL.
	Bushels	Bushels	Bushels	Bushels	Bushels	Bushels	Bushels
November, 1895.....	135,416	109,847	875,177	483,283	.....	.....	1,603,453
December, 1895.....	159,361	160,000	137,572	259,616	.....	.....	716,549
January, 1896.....	63,958	330,894	568,135	146,487	.....	.....	1,109,474
February, 1896.....	53,415	309,345	355,411	587,946	.....	.....	1,306,120
March, 1896.....	179,750	219,589	165,493	622,982	.....	.....	1,187,814
April, 1896.....	100,229	148,336	515,680	649,426	.....	.....	1,413,671
May, 1896.....	60,700	201,700	1,155,514	857,673	.....	.....	2,275,587
June, 1896.....	14,065	157,800	1,785,878	2,905,314	9,261	.....	4,872,318
July, 1896.....	229,600	87,400	1,965,217	1,392,370	5,000	.....	3,679,587
August, 1896.....	784,704	255,235	5,469,728	1,067,097	27,000	.....	7,603,764
September, 1896.....	712,877	69,000	2,907,526	1,207,004	45,340	.....	4,941,747
October, 1896.....	422,930	37,039	3,472,846	1,586,289	.....	.....	5,519,104
Totals.....	2,916,735	2,086,188	19,374,177	11,765,487	86,601	.....	36,229,188

## EXHIBIT F.

*Inspection on Arrival—Comparative Statement of Inspection from 1880 to 1896, inclusive.*

YEARS.	CARS.		BOATS.		WINTER WHEAT.		SPRING WHEAT.		CORN.		OATS.		RYE.		BARLEY.		TOTAL.	
	Number.		Number.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.	
1880.....	270,523		1,022		5,887,500		17,312,968		91,185,379		18,873,400		1,645,545		3,991,576		138,896,368	
1881.....	227,119		950		1,682,311		18,398,187		76,017,122		22,612,368		1,221,843		4,177,762		124,109,603	
1882.....	171,218		607		11,157,228		9,508,301		45,775,863		25,069,350		1,688,397		5,893,801		99,083,953	
1883.....	235,213		477		6,453,091		13,010,095		72,258,580		33,332,184		1,980,600		6,824,316		137,418,816	
1884.....	210,822		351		7,163,624		16,782,273		54,600,398		33,633,860		3,752,180		6,755,827		128,648,362	
1885.....	212,270		460		2,354,818		24,024,672		56,702,685		38,853,040		1,738,951		8,032,764		131,773,960	
1886.....	201,103		450		5,506,081		10,611,844		68,477,686		42,534,082		1,104,386		10,262,360		131,529,452	
1887.....	189,130		503		5,639,573		17,667,973		50,700,475		45,974,721		852,834		9,402,000		130,297,069	
1888.....	211,818		341		7,265,135		10,191,634		66,391,548		52,617,987		2,357,732		8,521,344		147,344,840	
1889.....	249,888		362		13,695,185		4,654,590		81,775,590		58,768,512		2,570,410		9,206,163		173,670,447	
1890.....	272,956		610		9,126,046		9,320,484		94,991,629		74,605,342		3,085,129		13,378,080		204,506,701	
1891.....	277,216		422		27,793,776		15,127,138		68,283,529		75,404,372		8,185,375		11,042,163		205,836,347	
1892.....	320,572		389		34,223,568		22,639,996		86,130,535		85,779,164		3,972,900		13,951,020		246,726,243	
1893.....	271,041		381		17,914,303		23,372,064		85,135,925		75,294,700		1,508,853		12,662,400		215,888,245	
1894.....	217,207		353		27,200,900		4,055,360		71,500,220		65,952,650		930,550		11,369,775		181,069,455	
1895.....	204,616		557		11,023,123		9,751,617		71,782,273		76,393,600		1,166,308		9,578,184		179,695,165	
1896.....	306,445		722		13,612,469		22,480,117		109,301,030		106,055,406		2,231,667		10,845,807		294,215,826	

## EXHIBIT G.

*Inspection from Store—Comparative Statement of Out-Inspection from 1883 to 1896, inclusive.*

YEARS.	WINTER WHEAT.		SPRING WHEAT.		CORN.		OATS.		RYE.		BARLEY.		TOTAL.		COMBINED TOTALS OF IN AND OUT-INSPECTION.	
	Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.	
1883	5,201,303		5,854,321		52,391,148		6,115,597		3,190,423		774,086		73,797,578		211,216,441	
1884	4,441,460		12,996,124		30,667,298		9,621,298		2,037,022		1,296,691		58,890,778		157,479,140	
1885	1,501,665		7,715,030		31,661,637		3,665,637		738,209		296,790		45,578,922		177,358,882	
1886	2,648,956		10,500,918		41,645,724		1,765,724		635,174		1,052,913		61,249,305		192,778,757	
1887	6,019,271		17,642,628		39,843,370		10,153,370		394,948		1,014,871		75,098,411		205,395,480	
1888	3,030,541		6,365,790		46,754,254		11,818,254		516,942		1,157,523		72,673,331		217,890,262	
1889	9,156,010		3,637,232		66,517,531		20,658,531		1,578,321		1,399,573		103,156,949		276,827,336	
1890	4,108,468		4,690,471		57,285,813		16,839,813		1,666,253		1,551,839		85,744,408		290,251,109	
1891	23,127,995		8,048,566		41,248,365		14,161,365		5,373,607		2,079,177		94,209,883		300,046,230	
1892	24,973,222		16,768,772		46,149,199		18,814,199		2,325,719		1,849,642		107,917,619		351,643,862	
1893	17,183,320		10,911,263		62,014,748		16,064,748		676,180		1,320,529		105,170,502		324,058,747	
1894	7,346,455		12,075,388		40,284,142		10,143,142		229,826		933,568		71,012,542		252,081,497	
1895	15,889,909		3,269,447		49,640,871		16,433,638		297,734		601,421		86,042,420		265,737,585	
1896	17,623,079		10,666,573		72,326,549		17,990,581		949,288		831,556		120,585,626		384,801,452	

## EXHIBIT H.

*Average Contents of Car Load of Grain on All Roads—Bushels.*

Kind of Grain.	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896
Wheat.....	320	400	410	418	416	479	489	498	504	524	533	554	582	603	614	619	650	660	757	772
Corn.....	400	435	450	473	487	509	517	524	535	550	575	586	591	619	628	638	700	740	687	700
Oats.....	700	800	740	800	884	850	879	914	930	967	996	1,009	1,016	1,016	1,048	1,096	1,100	1,150	1,192	1,218
Rye.....	400	400	450	450	408	489	500	203	507	516	536	548	585	604	601	612	650	650	649	652
Barley.....	450	500	490	536	529	588	588	611	618	620	664	624	647	705	729	785	800	815	803	807



*Charge for Inspection—Per Car.*

Year.....	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896
Cents.....	25	25	25	25	30	30	35	35	35	35	35	35	30	25	25	25	25	25	25	25



---

---

# REPORT OF WAREHOUSE REGISTRAR.

---

---



## REPORT OF WAREHOUSE REGISTRAR.

---

CHICAGO, ILL., November 1, 1896.

*Hon. W. S. Cantrell, Chairman Railroad and Warehouse Commission, Springfield, Illinois:*

DEAR SIR:—As customary, I herewith submit to your honorable Board the annual report of this office. It is the twenty-sixth year that this State department has transacted its business, and the report of the same covers the period beginning November 1, 1895, and ending October 1, 1896.

One glance at the tables or exhibits appended hereto reveals the fact that the past year has been quite a busy time. Note the totals in the "Trial Balance" table of receipts into store, and shipments from store, compare the amount of grain on hand in the warehouses of Class "A" of the foregoing, and of the year just past, and examine the comparative statement of the amounts of grain annually received into these warehouses from 1886 to 1896, and of the amounts annually shipped therefrom during this period of time; also the number of cars, boats and vessels from which the grain was received—"Exhibit G"—and we shall see at a glance that the past year in regard to bulk of business compares favorably with the busy grain years of 1890 to 1892, and that it has, in volume, greatly surpassed its immediate predecessors. The tables show the entire work of this department fully and concisely, without a word of further explanation, and also speak highly for the efficiency and faithfulness of the clerical force. The greater part of the year all this work was performed by five assistants, and when receipts and shipments, in response to better prices on the Board of Trade shortly before the National and State election, began to increase heavily, the clerical force was enforced by two more men.

The storage capacity of the Class "A" warehouses has increased on the whole over the preceding year by 200,000 bushels. The Calumet Elevator B was made regular on December 31, 1895, but discontinued to be a Class "A" house on July 1, 1896; and the Chicago O'Neill Elevator B became regular and began work on September 18, 1896. On October 26, just before the close of our business year, a serious conflagration destroyed the Pacific Elevators A and B, of which the latter was the regular house, containing 853,794 bushels of wheat.

During the long continued legal contest between the Board of Trade people and the elevator men as to mixing grain, i. e., that the latter store their own grain in the same bins with other people's grain, the books and files and records of this office were repeatedly searched by both parties in the case, and their attorneys, and proved to be an invaluable source of information. For months and months, while this searching of the records lasted, causing a great deal of labor on the part of the office force, it was demonstrated day by day how sorely this office is in need of a greater vault space for its hundreds of books of record. At present the old files are piled book upon book from floor to ceiling, in a very narrow vault, and I need not vividly describe how dusty and tedious a job it is to find one certain volume out of several hundred that all look alike and are stacked up in such great heaps. Though we have taken the pains since to label them all correctly, yet the task of getting out a certain

volume is not an easy one even for a janitor. I would therefore earnestly recommend that your honorable Board procure more vault room for this department, as it is a necessity, and I have no doubt that both parties in the above mentioned suit, who have looked into matters, will unhesitatingly agree with me.

The weekly statement of grain in store, going over to the Board of Trade from this office, has been improved upon during the past year in order to better accommodate the members of the Board, in such manner as to show the quantity and grades of grain in each particular elevator, regardless of the ownership of such houses. Heretofore it has been customary to report all the stocks in the several houses under one ownership as one item. Now we give them quite an extensive and itemized sheet, one yard and one-half long.

Permit me to also call attention to the very favorable showing in "Exhibit C," giving the number and disposition of the appeals taken from the decision of the Grain Inspection Department, and submitted for final action to the Committee on Appeals, which committee is an adjunct to this (the registration) office. Though a very busy grain year, there were but 93 cases of appealing, 90 cars and 3 boats. Note that in the cases of 52 cars and 1 boat the inspection was upheld, and 38 cars and 1 boat it was changed, and the meritorious and efficient work of both the inspectors and the members of the Appeals Committee needs no further words of commendation.

Assuring you that the relations between this department and both the elevator people and the Board of Trade people, as well as toward one and all seeking information or doing business through this office, have been the most friendly and that all work has been done to the best of our ability, I remain,

Yours very respectfully,

LOUIS WAGNER,

*Warehouse Registrar.*

EXHIBIT A - I.  
*"Trial Balance" Table for the Year,*

Warehouses.	Winter.	Spring.	Corn.	Oats.	Rye.	Barley.	Total.
<i>Balance on hand Nov. 1, 1895.</i>							
Armour, A and B and Annex.....	2,579,548	973,977	38,115	2,636	43,120	22,730	3,660,146
"    D and Annex.....	909,670	682,282	34,263	22,082	57,190	.....	1,705,487
"    E.....	.....	204,618	.....	.....	.....	.....	204,618
"    F.....	425,430	211,607	.....	.....	.....	.....	637,037
Central A.....	215,045	382,024	2,424	3,681	.....	.....	633,174
B.....	103,681	350	245,638	68,506	9,805	.....	428,043
City.....	201,059	77,317	21,794	8,433	72	.....	308,675
Fulton.....	301,521	.....	.....	.....	.....	2,260	303,781
Union.....	1,011,582	481,353	21,089	.....	.....	.....	1,514,024
St. Paul.....	617,635	184,826	338	1,062	.....	4,751	808,622
Air Line.....	530,309	492	.....	.....	.....	.....	530,801
Galena.....	630,300	600	.....	.....	.....	.....	631,300
Iowa.....	41,187	241,874	58,061	.....	4,350	26,987	332,602
Nebraska City.....	300,251	1,206,065	772	20,143	.....	77	1,597,165
Pacific B.....	498,537	446,414	.....	.....	.....	.....	944,951
Rock Island A.....	44,630	25,033	.....	.....	.....	.....	69,663
B.....	154,632	637	63,500	.....	5,575	26,101	164,839
South Chicago C and Annex.....	880,405	417,340	51,054	25,984	79,058	715	1,533,841
B.....	456,905	6,956	221,277	32,906	905	110	719,059
Indiana.....	10,138	143,580	2,348	.....	200	.....	156,326
Wabash.....	377,407	.....	142,545	1,168	1,085	.....	522,255
Santa Fe.....	719,825	575,131	17,208	6,517	.....	.....	1,318,691
B and Alton.....	151,518	30,125	140,584	7,400	.....	.....	330,627
National.....	724,711	1,670	62,099	222,445	3,720	.....	1,014,654
St. Louis.....	.....	.....	.....	.....	.....	.....	.....
Total.....	11,976,779	6,209,683	1,330,973	422,963	205,149	83,751	20,229,298



## Exhibit A—1—Continued.

Warehouses.	Winter.	Spring.	Corn.	Oats.	Rye.	Barley.	Total.
<i>Received since Nov. 1, 1895.</i>							
Armour A and B and Annex.....	40,537	5,447,036	4,707,750	282,006	243,813	219,332	10,940,474
" D and Annex.....	86,216	2,899,738	2,058,466	1,015,571	205,286	18,388	6,373,665
" E.....		429,973	11,898,015				12,327,988
" F.....		1,437,846					1,437,846
Central A.....	397,607	791,374	195,817	24,052			1,409,450
" B.....	1,781	142,045	7,482,664	1,415,556	67,883	228,527	9,338,456
City.....	201,457	647,978	2,067,608	180,958	14,984	23,899	3,136,864
Fulton.....	20,006	222,000				144,504	386,504
Union.....	214,051	994,886	846,935	9,881	4,642		2,070,595
St. Paul.....	35,226	681,885	420,211	42,785	11,332		1,317,529
Air Line.....	65	288,000	310,590				598,655
Galena.....		98,936	778,342	34,567			1,180,247
Iowa.....	5,915	969,889		258,635	82,526	268,402	3,655,010
Nebraska City.....	535,651	2,091,902	2,197,864	181,814			2,809,367
Pacific B.....	110,486	1,961,522					1,485,199
Rock Island A.....	13,458	136,344					3,230,934
" B.....	39,529	67,193	70,622	353,123	20,088	42,569	491,398
South Chicago C and Annex.....	331,117	5,985,832	2,369,476	813,413	513,887	6,333	9,681,308
Calumet B.....	27,024	407,583	5,985,832	14,223			2,817,063
Indiana.....	605,493	4,535	2,368,253				6,624,244
Wabash.....	155,120	349,702	4,817,714	1,130,688	55,602	10,154	2,625,156
Santa Fe.....	820,761	1,975,420	3,828,085	140,791	4,183		5,071,623
B and Alton.....	934,796	1,919,493	1,906,261	414,700	7,651		6,897,057
National.....	8,715	327,365	538,412	2,051,621			946,599
St. Louis.....	23,284	1,276		226,864			2,759,159
Chicago O'Neill B.....	241,624		2,262,211	292,741	5,176		294,017
Total.....	4,846,569	23,807,456	59,622,603	9,006,016	1,434,317	1,399,246	100,116,207

## Exhibit A—1 Continued.

Warehouses.	Winter.	Spring.	Corn.	Oats.	Rye.	Barley.	Total.
<i>Total.</i>							
Armour A and B and Annex.....	2,620,085	6,421,013	4,745,865	284,642	286,933	242,082	14,600,620
" " D and Annex.....	995,886	3,582,020	2,002,729	1,637,653	356,476	18,388	8,079,152
" " E.....		429,973	12,102,663				12,532,636
" " F.....	425,490	1,679,453					2,104,943
Central A.....	642,652	1,173,998	198,241	27,733			2,042,624
Central B.....	105,465	142,395	7,728,362	1,484,062	77,688	228,327	9,766,499
Fullton.....	402,546	723,295	2,080,402	189,371	15,656		3,445,539
Union.....	321,521	222,000				146,764	680,285
St. Paul.....	552,861	1,476,236	866,024	3,881	4,612		3,584,419
Air Line.....	590,464	866,721	420,549	43,847	11,352	130,841	2,126,151
Gatena.....	630,960	288,432	310,530				1,189,546
Iowa.....	47,102	99,536	778,342	34,567			1,811,837
Nebraska City.....	835,902	1,211,763	2,255,925	278,778	86,886	268,402	4,047,612
Pacific B.....	609,023	3,387,967	772	181,814		77	4,406,532
Rock Island A.....	1,707,936	1,707,936	70,622				2,430,150
" " B.....	58,088	161,977	2,632,976	353,123	25,603	42,569	3,375,773
South Chicago C and Annex.....	214,161	67,850	338,151		22,258	143,946	649,508
Calumet B.....	1,211,522	2,581,395	6,036,886	839,427	592,945	52,974	11,315,119
Indiana.....	27,624	407,583	2,368,233	14,223			2,817,063
Wabash.....	1,062,398	11,491	5,038,991	1,163,594	56,567	10,262	7,343,303
Santa Fe.....	165,258	493,282	1,977,768	140,731	4,443		2,781,482
B and Alton.....	1,198,168	426	3,970,680	415,808	8,736		5,593,878
National.....	1,654,571	2,494,614	1,923,469	2,058,138	84,956		8,215,748
St. Louis.....	160,233	357,490	680,026	129,477			1,327,226
Chicago O'Neill B.....	966,335	24,954	2,324,310	449,369	8,905		3,773,813
		1,276		262,741			294,017
Total.....	16,823,348	30,017,139	60,953,576	9,428,979	1,639,466	1,482,997	120,345,505

## Exhibit A--I--Continued.

Warehouses.	Winter.	Spring.	Corn.	Oats.	Rye.	Barley.	Total.
<i>Shipped since Nov. 1, 1895.</i>							
Armour A and B and Annex	2,584,254	3,272,762	3,995,849	256,375	955	188,039	10,298,254
" D and Annex	983,534	1,649,780	2,019,757	1,021,057	225,007	.....	5,890,135
" E	.....	429,973	11,177,659	.....	.....	.....	11,607,632
" F	425,490	1,007,016	.....	.....	.....	.....	1,432,506
Central A	572,608	657,053	197,621	17,733	.....	.....	1,435,015
" B	105,423	107,121	7,018,424	1,025,513	42,134	115,441	8,444,125
City	344,839	323,164	1,813,695	179,209	7,057	2,478	2,729,842
Fulton	321,521	.....	.....	.....	.....	88,060	409,581
Union	1,025,866	256,282	751,043	7,574	1,733	.....	2,015,498
St. Paul	651,783	272,314	290,856	22,633	2,216	101,543	1,311,315
Air Line	590,464	.....	.....	.....	.....	.....	590,464
Galena	630,990	3,536	224,603	34,567	.....	298,402	1,162,158
Iowa	46,136	404,582	244,225	.....	95,335	.....	2,812,045
Nebraska City	578,044	1,248,717	1,995,131	50,787	.....	.....	1,877,548
Pacific B	605,704	857,461	.....	.....	.....	42,569	1,576,350
Rock Island A	58,088	139,393	2,152,963	353,123	21,910	97,831	2,833,398
" B	193,048	43,449	338,151	.....	22,228	.....	596,886
South Chicago C and Annex	1,201,885	1,912,432	5,470,295	704,030	504,357	10,926	9,894,546
Calumet B	27,024	404,975	2,368,095	14,223	.....	.....	2,814,317
Indiana	827,618	1,990	4,539,014	618,790	41,611	10,152	6,039,175
Wabash	140,000	479,430	1,327,931	80,296	.....	.....	2,027,657
Santa Fe	686,190	.....	3,494,661	342,330	.....	.....	4,523,181
B and Alton	1,433,947	1,892,428	1,685,801	1,425,130	12,332	.....	6,463,698
National	146,832	286,356	322,457	7,136	7,905	.....	770,746
St. Louis	878,201	24,906	2,068,656	10,002	.....	.....	2,981,165
Chicago O'Neill B	.....	.....	.....	.....	.....	.....	.....
Total	15,079,489	15,675,097	53,375,144	6,474,733	916,921	1,051,769	92,572,153

*Exhibit A—1—Concluded.*

Warehouses.	Winter.	Spring.	Corn.	Oats.	Rye.	Barley.	Total.
<i>On hand Oct. 31, 1896.</i>							
Armour A and B and Annex.....	35,831	3,118,251	750,016	28,267	285,978	54,023	4,302,365
" D and Annex.....	12,352	1,932,240	72,372	16,356	127,469	18,388	2,180,017
" E.....			925,004				925,004
" F.....		672,437					672,437
Central A.....	70,044	516,945	620	10,000			597,609
Central B.....	42	35,268	709,938	458,549	35,494	83,083	1,322,374
City.....	57,677	402,131	216,307	10,162	7,999	21,421	715,697
Fulton.....	222,000					58,704	280,704
Union.....	199,767	1,219,957	113,981	5,307	2,909		1,538,921
St. Paul.....	594,407	159,693	159,693		9,116	29,328	814,836
Air Line.....	1,078	288,492	310,590	21,211			599,082
Galeana.....		96,000	553,679				649,679
Iowa.....	966	807,231	200,794	34,553	60,200	71,823	1,235,567
Nebraska City.....	257,858	2,132,250	772	131,027			2,528,984
Pacific B.....	3,319	850,475					853,794
Rock Island A.....		22,584			3,753		552,465
Rock Island B.....	21,113	21,101	480,013			46,115	52,622
South Chicago C and Annex.....	9,637	668,942			87,988	7,108	1,436,603
Calumet B.....		2,608	696,591	75,397		42,048	2,746
Indiana.....	234,780	9,501	479,977	544,804		110	1,284,128
Wabash.....	25,258	13,852	649,837	60,435	14,956		753,825
St. Louis.....	511,978	426	476,019	73,538	8,736		1,070,697
B and Alton.....	200,624	632,186	237,668	633,008	72,564		1,746,050
National.....	13,401	71,134	357,569	122,341			564,445
St. Louis.....	88,134	1,236	236,254	439,307	940		784,683
Chicago O'Neill B.....				292,741			294,017
Total.....	1,743,859	14,312,042	7,578,482	2,954,246	722,545	432,228	27,773,352

EXHIBIT A—2.  
*Receipts into Store—Winter Wheat by Rail.*

Warehouses,	2 Hard.	3 Hard.	4 Hard.	2 Red.	3 Red.	4 Red.	No Grade.	Total.
Armour A, B and Annex.....	1,060	.....	.....	.....	.....	.....	21,859	22,919
Armour D and Annex.....	.....	86,216	.....	.....	.....	.....	.....	86,216
Central A.....	53,122	55,305	.....	33,563	130,443	63,416	1,735	397,407
Central B and Annex.....	.....	55,309	.....	.....	1,172	.....	.....	1,781
City.....	493	158,278	.....	11,815	.....	30,871	.....	201,437
Fulton.....	.....	.....	.....	20,000	.....	.....	.....	20,000
Union.....	5,727	8,575	.....	9,397	10,382	.....	.....	34,081
St. Paul.....	1,316	459	.....	10,161	.....	.....	.....	11,436
Air Line.....	.....	.....	.....	65	.....	.....	.....	65
Iowa.....	3,104	739	.....	.....	1,496	.....	.....	5,339
Nebraska City.....	1,015	3,898	.....	174,139	355,364	1,235	.....	535,651
Pacific B.....	29,978	69,253	747	.....	696	7,065	2,147	110,486
Rock Island A.....	1,335	.....	.....	12,123	.....	.....	.....	13,458
Rock Island B.....	2,026	55,963	.....	940	.....	.....	.....	59,929
South Chicago C and Annex.....	.....	.....	.....	331,117	.....	.....	.....	331,117
Calumet B.....	.....	27,024	.....	.....	.....	.....	.....	27,024
Indiana.....	5,814	36,338	.....	181,938	340,402	19,141	13,634	597,867
Wabash.....	1,237	15,348	.....	27,632	97,328	8,673	.....	155,120
Santa Fe.....	99,321	591,954	.....	67,437	39,074	22,975	4,242	826,761
Alton.....	35,268	.....	.....	378,781	212,588	.....	.....	626,637
National.....	2,723	.....	.....	5,297	695	.....	.....	8,715
St. Louis.....	22,765	.....	.....	157,196	40,200	.....	.....	220,221
Total.....	265,844	1,110,219	747	1,482,721	1,230,523	153,956	43,617	4,287,627

## EXHIBIT A—3.

*Winter Wheat by Canal.*

Warehouses.	3 Hard.	2 Red.	3 Red.	4 Red.	Total
Armour A, B and Annex .....		17,618			17,618
Union .....		4,997	174,973		179,970
St. Paul .....	4,000	19,290			23,290
Iowa .....		576			576
Indiana .....		7,986			7,986
Alton .....		217,128	86,446	4,525	308,099
St. Louis .....		21,403			21,403
Total .....	4,000	288,998	261,419	4,525	558,942

EXHIBIT A—4.  
*Shipments—Winter Wheat.*

Warehouses.	2 White.	3 White.	2 Hard.	3 Hard.	4 Hard.	1 Red.	2 Red.	3 Red.	4 Red.	No grade.	Total.
Armour A, B and Annex.....			671	33,488			2,543,985	5,000			2,584,254
" D and Annex.....				78,734			870,111	30,290		1,200	2,983,584
" F.....						4,395	425,490				425,490
Central A.....		1,118	58,991	68,559			141,093	228,600			572,608
" B.....			13,752	3,851			43,320	36,539	66,512	1,735	572,608
City.....				101,949			212,019		1,361		344,839
Fulton.....							321,521		30,871		321,521
Union.....		666	5,727	49,754			967,847				1,025,866
St. Paul.....			489	4,458			646,535				651,783
Air Line.....							590,464				590,464
Galena.....							630,990				630,990
Iowa.....			3,104	739			41,714	579			46,136
Nebraska City.....			1,512	8,782			295,798	268,686	3,265		578,044
Pacific B.....			27,467	68,445		747	498,537	696	7,665	2,147	605,704
Rock Island A.....			3,346				42,615	12,127			58,088
" B.....			92,026	37,384			63,638				193,348
So. Chicago C and Annex.....			530				1,201,355				1,201,885
Calumet B.....				27,024							27,024
Indiana.....							380,865	422,378	6,048		827,618
Wabash.....			509				37,189	37,928		17,818	827,618
Wabash.....				641			37,189	37,928		4,242	140,000
Santa Fe.....			79,150	351,100			223,915	30,000	2,025		696,190
Alton.....			35,268				1,152,345	261,809	4,525		1,453,947
National.....							127,605	19,227			146,832
St. Louis.....			647				864,354	12,600			878,201
Total.....	1,872	1,784	323,830	884,269	747	4,395	12,336,715	1,426,463	122,272	27,142	15,079,489



## EXHIBIT A—5.

*Receipts into Store—Spring Wheat by Rail.*

Warehouses.	1 Northern	2 Spring.	3 Spring.	4 Spring.	No grade.	Total.
Armour A & B & Annex.	47,256	4,638,576	761,204			5,447,036
.. D & Annex.....	992,128	1,717,580	190,030			2,899,738
.. E.....	429,973					429,973
.. F.....	964,641	473,205				1,437,846
Central A.....	48,561	25,832	265,020	15,077		354,490
.. B & Annex.....	36,431	33,287	68,750	3,577		142,045
City.....	12,611	160,649	266,602	293		440,155
Union.....		2,146	43,289			45,435
St. Paul.....	2,685	102,432	296,183	21,081	7,498	429,879
Galena.....					2,936	2,936
Iowa.....	582	47,676	394,093	630	677	443,658
Nebraska City.....	1,396,482	40,202	633,928	21,290		2,091,902
Pacific B.....	90,591	1,056,315	114,616			1,261,522
Rock Island A.....		11,601	125,343			136,944
.. B.....		4,099	63,094			67,193
So. Chicago C & Annex..	979,983	40,083	457,222			1,477,288
Calumet B.....	18,640	123,216	265,727			407,583
Indiana.....		616	1,929	773	1,217	4,535
Wabash.....	47,909	98,821	202,972			349,702
Santa Fé.....			426			426
Alton.....	794,765	1,087,689				1,882,454
National.....	893		2,468			3,361
St. Louis.....	2,449	6,041	14,794			23,284
Chicago O'Neill B. ....			1,276			1,276
Total.....	5,866,580	9,660,066	4,168,966	62,721	12,328	19,770,661

## EXHIBIT A—6.

*Spring Wheat by Canal*

Warehouses.	1 Northern.	2 Spring.	Total.
Central A .....	412,503	24,981	437,484
City.....		207,823	207,823
Fulton.....		222,000	222,000
Union.....		949,451	949,451
St. Paul.....		252,006	252,006
Air Line.....		288,000	288,000
Galena.....		96,000	96,000
Iowa.....		526,231	526,231
South Chicago C and Annex.....	686,767		686,767
Alton.....	24,999	12,030	37,029
National.....	50,003	274,001	324,004
Total .....	1,174,272	2,852,523	4,026,795

## EXHIBIT A—7.

## Shipment—Spring Wheat.

Warehouses.		1 Northern.	2 Spring.	3 Spring.	4 Spring.	2 White.	No Grade.	Total.
Armour A and B and Annex.		110,928	2,686,351	475,483				3,272,762
.. D.	628,887		1,015,407					1,646,780
.. E.	429,373					1,476		429,973
.. F.	518,320		188,696					1,007,016
Central A.		318,254	56,055	250,244	2,500			627,053
Central B.		11,800	28,069	65,391	1,867			107,127
City.		18,362	14,236	290,273	293			323,164
Union.			212,935	13,347				226,282
St. Paul.	6,699		11,815	233,748	14,399			272,314
Galea.			600				5,653	6,253
Iowa.							2,936	2,936
Nebraska City.	582		31,933	370,710	630			404,532
Pacific B.				1,221,304	27,413			1,248,717
Rock Island A.	114,404		727,783	15,273				837,461
.. B.			31,435	101,938				139,363
South Chicago C and Annex.			4,639	38,750				43,449
Calumet B.	1,184,302		285,985	442,166				1,912,453
Indiana.	18,610		121,216	465,119				604,945
Wabash.					773			773
B and Alton.	107,789		112,692	258,949			1,217	1,990
National.	619,350		1,273,078					1,892,428
St. Louis.	51,753		234,693					286,446
	2,149		7,068	14,794	585			24,996
Total.		4,172,492	7,351,676	4,090,490	48,470	1,486	10,483	15,675,097

## EXHIBIT A-8.

*Receipts into Store—Corn by Rail.*

Warehouses.	2 Yellow.	3 Yellow.	2 White.	3 White.	2 Com.	3 Com.	4 Coin.	No grade.	Total.
Armour A, B and Annex	775,541	223,038	19,475	10,171	2,629,797	840,459	601	.....	4,490,052
Armour D and Annex	82,085	.....	14,617	.....	1,801,487	.....	.....	.....	1,888,789
Armour E	3,383,971	1,535,057	585,063	150,364	5,066,012	1,157,183	12,258	7,507	11,808,015
Central A	3,122,746	.....	40,181	.....	32,890	.....	.....	.....	195,817
Central B	119,533	1,427,376	736,855	174,646	1,257,495	625,306	5,252	.....	7,482,664
City	3,257,733	20,092	48,345	1,560	1,754,596	51,247	.....	.....	1,496,899
Union	340,101	191,756	39,888	16,801	153,039	83,267	9,162	.....	824,314
St. Paul	94,142	23,887	5,784	534	227,727	54,175	13,962	.....	420,211
Air Line	135,517	.....	17,275	.....	155,617	2,181	.....	.....	310,590
Galena	373,717	66,275	15,400	.....	303,097	19,853	.....	.....	778,342
Iowa	733,373	308,506	52,731	4,183	708,129	208,034	2,256	882	2,018,391
Pacific B	5,402	.....	.....	.....	65,220	.....	.....	.....	70,622
Rock Island A	347,987	36,181	49,642	4,553	1,912,641	206,825	2,117	9,530	2,569,475
Rock Island B	60,874	9,043	26,278	1,284	188,647	33,919	.....	.....	5,336,415
South Chicago C and Annex	2,048,690	.....	259,712	.....	3,438,819	.....	.....	49,090	5,736,311
Calumet B	132,481	429,056	61,465	24,960	569,654	1,130,150	.....	.....	2,368,233
Indiana	1,491,826	673,521	1,056,592	136,329	789,812	662,754	2,409	.....	4,813,243
Wabash	231,818	42,426	156,892	20,027	997,777	584,281	2,199	.....	1,973,420
Santa Fe	822,514	357,738	245,808	31,366	1,661,959	704,215	4,185	.....	3,828,085
Alton	271,087	31,136	135,720	.....	155,182	48,357	.....	.....	641,482
National	168,449	35,271	22,070	.....	112,373	45,107	.....	.....	384,170
St. Louis	511,011	302,364	92,631	15,354	500,513	475,850	.....	.....	1,906,123
Total	15,531,469	5,712,730	3,683,194	593,632	24,441,480	6,937,463	56,227	67,009	57,022,294

## EXHIBIT A—9.

*Corn by Canal.*

Warehouses.		2 Yellow.		3 Yellow.		2 White.		3 White.		2 Com.		3 Com.		Total.	
Armour A, B and Annex.....		6,188		12,650						153,515		26,106		208,698	
Armour D and Annex.....		26,595		6,339						116,702				159,077	
City.....				4,258						10,796				70,709	
Union.....										12,621				12,621	
Iowa.....		19,929		8,000		31,830				36,400				179,473	
South Chicago C and Annex.....		105,813								83,708				189,521	
Indiana.....										4,471				4,471	
B and Alton.....		462,243		79,635		56,821				596,799		69,281		1,264,779	
National.....										154,272				154,272	
St. Louis.....		5,085								338,220		12,783		356,088	
Total.....		625,853		110,882		88,651		20,280		1,507,564		241,079		2,600,309	

## EXHIBIT A-10.

## Shipments—Corn.

Warehouses.	2 Yellow.			3 Yellow.	2 White.	3 White.	2	3	4	No Grade.	Total.
Armour A, B and Annex.....	633,805	195,757		16,535		17,904	2,222,896	848,952			3,965,849
Armour D and Annex.....	90,279	6,339		28,927		10,041	1,881,171				2,019,757
Armour E.....	3,203,579	1,536,409		481,742		122,155	4,749,455	1,064,254	12,258	7,507	11,177,639
Central A.....	122,746			41,709			33,166				197,621
Central B.....	3,093,258	1,425,950		709,419		173,202	990,313	621,630	5,252		7,018,424
City.....	101,164	21,054		37,188			1,635,695	77,209			1,873,045
Union.....	311,292	167,905		22,089		10,409	156,317	80,876	5,125		754,043
St. Paul.....	48,580	11,477					162,951	30,884	6,961		260,856
Galena.....	124,523	50,492		940			37,002	11,656			224,663
Iowa.....	620,600	302,036		49,819		35,137	703,332	282,397	898	882	1,995,131
Pacific B.....	5,402						65,220				70,622
Rock Island A.....	208,139			49,975			1,784,906	100,413		9,530	2,152,963
Rock Island B.....	60,874	9,043		26,959		1,284	200,072	39,919			338,151
South Chicago C and Annex.....	1,692,023			261,783			3,467,701			45,788	5,470,295
Calumet B.....	152,481	429,056		61,935		24,960	569,513	1,130,150			2,308,095
Indiana.....	1,414,681	677,789		879,978		134,652	785,084	664,420	2,410		4,532,014
Wabash.....	148,159	38,750		12,500		13,288	671,387	443,817			1,327,931
Santa Fe.....	619,704	352,525		177,835		10,050	1,631,079	703,468			3,494,661
B and Alton.....	600,146	110,771		171,255			685,991	117,638			1,685,801
National.....	93,273	115,538		9,500			46,852	57,294			322,457
St. Louis.....	482,769	304,469		89,354		15,354	682,361	493,749			2,068,056
Total.....	13,887,777	5,755,360		3,132,522		568,436	23,165,497	6,768,156	33,689	63,707	53,375,144

EXHIBIT A—II.  
*Receipts into Store—Oats by Rail.*

Warehouse.	2 White.	3 White.	2	3	No Grade.	Total.
Armour A, B and Annex.	.....	.....	261,742	2,825	.....	264,567
Armour D and Annex.	.....	229,840	747,696	31,219	.....	1,008,725
Central A.	.....	.....	.....	.....	.....	.....
Central B.	.....	.....	.....	.....	.....	.....
City.	42,962	69,401	771,071	532,149	.....	1,415,536
Union.	.....	.....	180,098	840	.....	180,938
St. Paul.	1,244	.....	7,557	2,324	.....	9,881
Galena.	.....	.....	40,240	1,301	.....	42,785
Iowa.	1,292	2,039	34,567	.....	.....	34,567
Nebraska City.	20,191	140,835	255,304	.....	.....	258,635
Rock Island A.	.....	.....	353,123	20,788	.....	181,811
South Chicago C and Annex.	.....	.....	370,979	.....	.....	353,123
Cahmet B.	.....	.....	.....	.....	.....	370,979
Indiana.	1,298	7,812	5,113	.....	.....	14,223
Wabash.	83,236	71,820	533,135	406,722	11,239	1,406,252
Santa Fe.	778	1,040	85,670	51,462	1,781	140,731
B and Alton.	.....	.....	353,244	61,456	.....	414,700
National.	23,971	451,606	943,025	214,914	.....	1,418,602
St. Louis.	913	.....	3,362	.....	.....	4,275
Chicago O'Neill B.	946	76,881	218,363	.....	.....	218,363
Total.	176,801	1,051,277	5,164,279	1,326,000	13,080	7,731,437



## EXHIBIT A 12.

*Oats by Canal.*

Warehouses.	2 White.	3 White.	2 Oats.	3 Oats.	Total.
Armour A, B and Annex.....			14,765	2,674	17,439
Armour D and Annex.....		6,846			6,846
Central A.....			24,052		24,052
South Chicago C and Annex.....			442,464		442,464
Indiana.....		6,930		17,526	24,456
B and Alton.....	40,814	162,247	414,866	15,092	633,019
National.....			111,579	6,223	117,802
St. Louis.....			8,501		8,501
Total .....	40,814	176,023	1,016,227	41,515	1,274,579

## EXHIBIT A—13.

*Shipment—Oats.*

Warehouses.	2 White.	3 White.	2 Oats.	3 Oats.	No grade.	Total.
Armour A and B.....			252,368	4,007		256,375
Armour D and Annex...	2,640	236,686	750,512	31,219		1,021,057
Central A.....			17,733			17,733
Central B.....	17,454	109,420	709,168	159,471		1,025,513
City.....			179,209			179,209
Union.....			6,430	1,144		7,574
St. Paul.....	1,244		21,389			22,633
Galena.....			34,567			34,567
Iowa.....		2,039	242,186			244,225
Nebraska City.....		29,999		20,788		50,787
Rock Island A.....			353,123			353,123
So. Chicago C and Annex			764,030			764,030
Calumet B.....	1,298	7,812	5,113			14,223
Indiana.....	13,523	29,032	469,551	95,385	11,299	618,790
Wabash.....		1,040	77,475		1,781	80,296
Santa Fé.....			314,988	27,342		342,330
B and Alton.....	62,619	613,853	733,566	15,002		1,425,130
National.....	913			6,223		7,136
St. Louis.....			10,002			10,002
Total.....	129,691	1,029,881	4,941,410	360,671	13,080	6,474,733

## EXHIBIT A—14.

*Receipts into Store—Rye by Rail.*

Warehouses.	2	3	No grade.	Total.
Armour, A and B Annex.....	232,630			232,630
Armonr, D and Annex.....	295,286			295,286
Central B.....	56,099	11,784		67,883
City.....	10,743	3,517	724	14,984
Union.....	2,909	745	988	4,642
St. Paul.....	8,648	2,684		11,332
Iowa.....	61,844	1,593		63,477
Rock Island A.....	20,088			20,088
Rock Island B.....	20,583	1,155	500	22,238
South Chicago C and Annex.....	513,887			513,887
Indiana.....	51,306	4,356		55,662
Wabash.....	3,742	441		4,183
Santa Fe.....	6,605	1,046		7,651
B. and Alton.....	70,472			70,472
St. Louis.....	4,217			4,217
Total .....	1,359,099	27,321	2,212	1,388,632

## EXHIBIT A—15.

*Rye by Canal.*

Warehouses.	2	No grade.	Total.
Armour, A. and B Annex .....	10,228	955	11,183
Iowa .....	19,059		19,059
B. and Alton .....	14,484		14,484
St. Louis .....		959	959
Total.....	43,771	1,914	44,685

## EXHIBIT A—16.

*Shipments—Rye.*

Warehouses.	2	3	No grade.	Total.
Armour, A and B.....			955	955
Armour, D and Annex.....	225,007			225,007
Central B.....	42,194			42,194
City.....	3,426	2,907	724	7,057
Union.....		745	988	1,733
St. Paul.....		2,216		2,216
Iowa.....	25,093	1,503		26,686
Rock Island A.....	21,910			21,910
Rock Island B.....	20,583	1,155	500	22,238
South Chicago C and Annex.....	504,957			504,957
Indiana.....	41,611			41,611
B. and Alton.....	12,392			12,392
St. Louis.....	7,006		939	7,965
Total.....	904,179	8,616	4,126	916,921

## EXHIBIT A—17.

*Receipts into Store—Barley by Rail.*

Warehouses.	2 Barley.	3 Barley.	4 Barley.	5 Barley.	No Gr'de	Total.
Armour A and B. and Annex.....		193,733	25,028	571		119,332
D and Annex.....		11,122	7,266			18,388
Central B.....		54,111	172,204	2,212		228,527
City.....		21,517	2,382			23,899
Fulton.....		102,392	40,145	1,967		144,504
St. Paul.....	756	60,101	61,624	3,609		126,090
Galena.....	7,991	159,439	22,835	77,560	577	268,402
Iowa.....	11,683	114,474	11,593	976		138,726
Pacific B.....		33,809	8,760			42,569
Rock Island A.....		69,397	34,970	12,918	560	117,845
B.....		743	2,706	2,944		6,393
South Chicago C and Annex.....		34,541	6,695	812		42,048
Indiana.....		655	9,467			10,152
Total.....	20,430	856,064	405,675	103,569	1,137	1,386,875

## EXHIBIT A—18.

*Receipts into Store—Barley by Canal.*

Warehouses.	3 Barley.	4 Barley.	Total.
Iowa .....	848	597	1,445
South Chicago C and Annex.....	10,926	.....	10,926
Total.....	11,774	597	12,371



## EXHIBIT A—19.

*Shipments—Barley.*

Warehouses.	2 Barley.	3 Barley.	4 Barley.	5 Barley.	No grade.	Total.
Armour A, Band Annex.....	2,586	161,341	23,561	571		188,059
Central B.....		50,436	93,674	1,334		145,444
City.....		2,478				2,478
Fulton.....		61,461	24,632	1,967		88,060
St. Paul.....	1,728	44,760	51,416	3,609		101,513
Galena.....	7,991	159,439	22,835	77,560	577	268,402
Iowa.....	3,357	82,363	9,615			95,335
Pacific B.....		33,809	8,760			42,569
Rock Island A.....		62,719	24,997	9,555	560	97,831
South Chicago C and Annex.....		10,926				10,926
Indiana.....		685	9,467			10,152
Total.....	15,662	670,417	268,957	94,596	1,137	1,050,769

## EXHIBIT B.

*Showing the Number of Cars and Canal Boats from which Grain was Received into the Several Public Warehouses of Chicago During the Year Ending October 31, 1896, and the Number of said Cars and Canal Boats, Warehouse Receipts for the Contents of which have not been Registered.*

NAME OF FIRMS.	Number of warehouses.....	NAME OF WAREHOUSES.	NUMBER RECEIVED.		NUMBER NOT REGISTERED.	
			Cars.....	Vessels and canal boats	Cars.....	Vessels and canal boats
Armour & Co.....	7	Armour A, B and Annex D and Annex E and F.....	42,795	47	4	.....
Central Elevator Co.....	3	Central A and B and Annex.....	12,973	70	16	.....
Chicago Railway Terminal Co.....	1	Air Line, Galena, Iowa, City, Fulton, St. Paul and Union.....	11,458	483	204	.....
Chicago Elevator Co.....	2	Indiana and Wabash.....	11,860	7	321	.....
Santa Fe Elevator and Dock Co.....	1	Santa Fe.....	7,684	.....	146	.....
Chicago and Pacific Elevator Co.....	1	Pacific B.....	1,700	.....	.....	.....
Nebraska City Packing Co.....	1	Nebraska B.....	2,452	.....	.....	.....
Chas. Counseman & Co.....	1	Rock Island A.....	4,369	.....	.....	.....
A. C. Davis & Co.....	1	Rock Island B.....	744	.....	2	.....
South Chicago Elevator Co.....	2	South Chicago C and Annex.....	11,561	108	21	.....
George A. Seaverns & Co.....	2	B and Alton.....	4,629	386	.....	.....
National Elevator and Dock Co.....	2	National and St. Louis.....	4,009	176	11	1
National Elevator Co.....	1	Calumet B.....	3,914	.....	.....	.....
Calumet Elevator Co.....	1	Chicago-O'Neill B.....	301	.....	.....	.....
Chicago-O'Neill Grain Elevator Co.....	1	.....	120,449	1,277	728	1
Total.....	32	.....	.....	.....	.....	.....

NOTE.—The Calumet B Elevator in this report was regular from December 31st, 1895, to July 1st, 1896, and the Chicago-O'Neill was made regular September 18th, 1896.

## EXHIBIT C.

*Showing the Number and Disposition of Appeals from the Decision of the Grain Inspection Department to the Committee of Appeals, During the Year Ending October 31, 1896.*

DATE.	INSPECTION SUSTAINED.						INSPECTION CHANGED.					
	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
November, 1895.			2	1	1	4			2			2
December, ..	1		3			4	4					4
January, 1896.	1					1	12					12
February, ..		1				1						
March, ..	1					1	4		1			5
April, ..							1					1
May, ..	1	3	1			5						
June, ..		1				1						
July, ..												
August, ..	10	2				12	5	9			1	15
September, ..	1		1	1		3						
October, ..	3		17			20			7			7
Total .....	18	7	24	2	1	52	18	9	10		1	38

NOTE.—In addition to above one boat of oats withdrawn, one boat of oats sustained, one boat of wheat changed.

## EXHIBIT D.

*Storage Capacity of Chicago Elevators of Class A. at Date of This Report.*

Name of Elevators.	Grain Received From—	Capacity— Bushels.
Armour A.....	Chicago, Milwaukee & St. Paul R. R.....	1,250,000
Armour B and Annex.....	.....	4,750,000
Armour D and Annex.....	Chicago, Burlington & Quincy R. R.....	3,000,000
Armour E.....	.....	1,400,000
Armour F.....	.....	800,000
Alton and B.....	Chicago, Alton & St. Louis R. R.....	1,850,000
Central A and B and Annex.....	Illinois Central R. R.....	2,800,000
Santa Fe A.....	Atchison, Topeka & Santa Fe R. R.....	1,500,000
Indiana.....	C. & E. I. R. R. and Wabash R. R.....	1,500,000
Wabash.....	Wabash R. R.....	1,500,000
Rock Island A.....	Chicago, R. I. & Pacific R. R.....	1,000,000
Rock Island B.....	.....	1,000,000
South Chicago C.....	..... and Lake.....	1,500,000
South Chicago C Annex.....	.....	1,300,000
Air Line.....	Chicago Northwestern R. R.....	700,000
Galena.....	.....	700,000
Iowa.....	.....	1,500,000
Fulton.....	Chicago, Milwaukee & St. Paul R. R.....	400,000
City.....	Chicago Northwestern R. R.....	1,000,000
Union.....	Railroad and Canal.....	2,000,000
St. Paul.....	Chicago, Milwaukee & St. Paul R. R.....	900,000
National.....	.....	1,000,000
St. Louis.....	Chicago & Alton and Canal.....	2,000,000
Pacific B.....	Chicago, Milwaukee & St. Paul R. R.....	1,000,000
Nebraska City Packing Co.....	Railroad and Canal.....	3,000,000
Calumet B.....	Railroad and Lake.....	1,000,000
Chicago O'Neill Grain Co.....	.....	1,000,000
Total.....	Total.....	41,350,000

## EXHIBIT E.

*Showing the Amounts of the Different Kinds of Grain, and the Total Amount in Store in the Public Warehouses of Chicago, at the Close of Each Week during the Year Ending October 31, 1896.*

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1895.						
November 2.....	18,634,196	1,109,367	405,993	211,931	102,797	20,464,287
" 9.....	19,875,385	1,212,993	436,279	219,135	84,050	21,830,842
" 16.....	20,932,355	1,046,257	418,343	229,406	67,745	22,694,106
" 23.....	21,487,873	1,148,966	508,358	231,014	36,682	23,412,923
" 30.....	21,751,803	944,877	606,697	234,229	27,289	23,564,895
December 7.....	21,098,888	699,521	482,142	241,553	28,293	22,550,397
" 14.....	21,142,516	820,023	514,356	226,364	23,713	22,726,672
" 21.....	21,196,528	1,041,900	530,375	227,936	23,713	23,020,452
" 28.....	21,212,938	911,612	544,268	228,372	23,713	22,920,903
1896.						
January 4.....	21,212,561	1,105,103	533,389	236,890	23,713	23,111,656
" 11.....	21,121,697	1,518,624	554,147	245,166	23,713	23,463,287
" 18.....	20,980,473	2,327,092	601,403	245,602	22,713	24,177,283
" 25.....	20,987,932	3,552,561	641,921	253,655	20,863	25,456,932
February 1.....	20,985,278	3,762,778	772,080	264,563	20,863	25,805,562
" 8.....	20,923,922	3,434,656	860,129	293,306	20,863	25,532,876
" 15.....	20,692,779	3,529,036	926,928	310,501	20,863	25,340,107
" 22.....	20,315,603	3,420,532	968,061	322,313	19,867	25,076,375
" 29.....	19,976,966	3,960,472	1,123,750	313,598	15,363	25,420,089
March 7.....	19,811,116	4,392,185	1,268,267	367,613	18,199	25,857,380
" 14.....	19,383,994	4,999,868	1,359,258	393,970	14,199	26,151,289
" 21.....	18,945,567	5,543,827	1,597,905	418,810	12,170	26,518,279
" 28.....	18,426,659	5,980,547	1,714,852	439,401	12,170	26,573,629
April 4.....	17,700,049	6,369,583	1,875,189	451,559	16,684	26,504,064
" 11.....	17,054,296	6,443,160	1,915,982	459,817	16,684	25,889,939
" 18.....	16,493,697	5,944,039	1,943,009	446,588	21,699	24,849,632
" 25.....	16,217,020	6,012,838	2,104,632	447,287	16,118	24,827,845
May 2.....	15,755,740	5,726,363	2,530,577	379,231	10,245	24,402,156
" 9.....	15,303,771	5,167,671	2,348,020	365,082	10,245	23,135,789
" 16.....	15,239,656	4,109,428	1,653,465	363,049	10,245	21,357,843
" 23.....	15,042,583	3,517,779	1,589,204	367,700	10,245	20,527,511
" 30.....	14,766,546	4,380,164	1,710,231	348,122	10,245	21,215,308
June 6.....	14,295,453	5,083,284	1,543,251	285,188	10,245	21,217,424
" 13.....	13,865,400	5,607,233	1,686,033	307,497	10,245	21,476,408
" 20.....	13,752,005	5,523,929	1,683,901	393,582	10,245	21,273,663
" 27.....	13,699,601	5,685,901	1,498,814	282,067	10,245	21,176,628
July 4.....	13,547,877	5,263,015	1,452,098	253,962	10,245	20,527,197
" 11.....	13,486,735	4,987,057	1,118,903	280,632	15,126	19,888,453
" 18.....	13,613,966	4,985,215	981,215	275,529	22,032	19,877,992
" 25.....	13,904,436	4,955,938	1,214,733	301,647	11,532	20,388,906
August 1.....	13,764,578	5,551,137	1,475,052	321,687	10,834	21,126,288
" 8.....	13,617,015	6,498,351	1,448,433	308,313	10,834	21,882,946
" 15.....	13,280,582	6,797,085	1,403,805	334,491	11,034	21,826,997
" 22.....	13,237,250	5,878,121	1,350,713	311,747	13,718	20,754,549
" 29.....	12,988,881	5,780,795	1,418,812	363,465	26,260	20,587,213

*Exhibit E*—Continued.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
September 5.....	13,012,662	5,128,144	1,727,960	394,210	35,850	20,298,826
“ 12.....	13,172,663	4,489,912	1,721,783	362,553	55,861	19,802,776
“ 19.....	13,263,887	4,293,981	1,856,166	404,795	77,903	19,896,732
“ 26.....	13,561,089	4,850,383	1,933,629	382,284	131,077	20,858,462
October 3.....	13,828,742	5,814,924	2,036,490	438,411	280,411	22,399,008
“ 10.....	13,627,273	6,825,110	2,314,040	550,495	356,017	24,672,935
“ 17.....	15,411,143	7,225,756	2,546,614	590,264	192,931	25,966,708
“ 24.....	15,881,693	7,966,346	2,682,290	701,175	459,589	27,691,093
“ 31.....	16,084,547	7,579,452	2,956,218	722,570	432,016	27,774,803

## EXHIBIT F.

*Showing the Number of Cars of Each Kind of Grain Received into the Several Public Warehouses.*

Warehouses.	Winter.....	Spring.....	Corn.....	Oats.....	Rye.....	Barley.....	Total.....
Armour A, B and Annex.....	2	6,666	6,922	241	353	289	14,473
“ D and Annex.....	186	3,587	2,539	929	433	21	7,695
“ E.....	.....	597	18,238	.....	.....	.....	18,835
“ F.....	.....	1,792	.....	.....	.....	.....	1,792
Central A.....	595	441	240	.....	.....	.....	1,276
“ B and Annex.....	3	273	9,891	1,164	100	266	11,697
City.....	244	166	2,406	141	24	29	3,010
Fulton.....	20	.....	.....	.....	.....	171	191
Union.....	55	64	1,284	9	9	.....	1,421
St. Paul.....	16	534	631	40	17	170	1,408
Air Line.....	.....	.....	104	.....	.....	.....	404
Galena.....	.....	5	987	28	.....	72	1,092
Iowa.....	9	683	2,792	220	89	139	3,932
South Chicago C and Annex.....	446	1,824	8,241	295	702	53	11,561
Rock Island A.....	10	152	3,772	276	26	133	4,369
“ B.....	85	97	515	.....	38	9	744
Calumet B.....	30	411	3,460	13	.....	.....	3,914
Indiana.....	921	6	6,367	965	71	11	8,341
Wabash.....	241	526	2,538	102	7	105	3,519
St. Louis.....	327	30	2,898	176	8	.....	3,439
National.....	15	3	544	8	.....	.....	570
Nebraska City (Neely).....	356	1,983	1	112	.....	.....	2,452
Alton and B.....	655	1,921	881	1,090	73	.....	4,629
Pacific B.....	170	1,355	114	.....	.....	61	1,700
Chicago O'Neill B.....	.....	2	.....	294	5	.....	301
Santa Fé.....	1,434	1	5,864	374	11	.....	7,684
Total.....	5,820	23,119	81,529	6,486	1,966	1,529	120,449



## EXHIBIT G.

*A Comparative Statement of the Amount of Grain Annually Received into Store by the Public Warehouses of Chicago, from 1886 to 1896, both Inclusive, and of the Number of Cars, Canal Boats and Vessels from which such Grain was Received; also, the Number of Bushels Shipped from the Public Warehouses during said time.*

	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896
Bushels received.....	62,022,522	68,513,823	78,505,602	98,635,862	86,015,478	93,626,654	109,865,202	94,676,987	73,839,305	61,230,995	100,116,207
Bushels shipped.....	61,747,078	75,754,811	73,708,947	101,706,236	85,895,930	94,027,521	99,817,131	91,547,190	68,553,508	69,337,697	92,572,153
Number of cars.....	163,537	108,402	119,641	148,534	125,502	140,941	154,085	121,728	91,339	74,500	130,449
Number of canal boats.....	506	522	319	465	439	331	796	874	1,162	853	1,122
Number of vessels.....	1	.....	1	.....	6	.....	.....	86	41	27	155

## EXHIBIT H.

*A Statement Comparing the Number of Cars Annually Inspected on Track, from 1886 to 1896, both inclusive, with the Number Received in Store During the Same Years.*

	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
Inspection on track.....	201,103	189,130	211,818	249,883	272,956	277,216	320,572	271,041	217,207	204,616	306,445
Received into store.....	103,957	108,402	119,644	148,534	125,502	140,941	154,085	121,728	91,339	74,500	120,449
Inspected but not stored .....		80,728	92,174	101,249	147,454	136,275	166,487	149,313	125,898	130,116	185,996



---

RULES OF PRACTICE  
IN  
ALL CASES AND PROCEEDINGS BEFORE THE COMMISSION,  
*Adopted by the Railroad and Warehouse Commission of Illinois.*

---

IN FORCE FROM AND AFTER NOV. 1, 1893.

---

## RULES OF PRACTICE.

---

### 1.

#### REGULAR SESSIONS.

The regular sessions of the Commission for hearing contested cases and cases under the interlocking law, will be held at its office in Springfield, Illinois, on Tuesday after the first Monday in each month, and continue from day to day thereafter, if necessary, until the business of such meeting is finished. But if the day above designated for such meeting shall at any time fall upon an election day, or a legal holiday, then the meeting shall be held upon the day following.

Sessions for receiving, considering and acting upon petitions, applications and other communications, and also for considering and acting upon any business of the Commission, other than contested cases, may be taken up and disposed of at any time that a quorum of the Commission may be present.

### 2.

#### SPECIAL SESSIONS.

Special sessions may be held at other places, when, in the judgment of the Commission, the public interests require it.

### 3.

#### MEETINGS IN CHICAGO.

The Commission shall meet at the office of the Chief Grain Inspector, in the city of Chicago, on Thursday after the first Monday in each month, for the purpose of auditing the bills of the Grain Department, and for the transaction of such other business as may legally come before it.

### 4.

#### COMPLAINTS.

All complaints must be by petition, printed or written (or partly printed and partly written), setting forth briefly the facts claimed to constitute a violation of the law, and must be verified by the petitioner, or by some officer, agent of corporation, society or organization, or other body making the complaint, who must be a party in interest to the effect that the allegations of the petition are true to the best of the knowledge or belief of the affiant, and may be sworn to before any officer authorized to administer oaths in the State of Illinois. The name of the carrier or carriers complained against must be stated in full, and the address of the petitioner, with the name and address of his attorney or counselor, if any, must appear upon the petition.

## 5.

## SERVICE OF PETITION.

The Commission will cause a copy of petition, with notice to satisfy or answer the same within a specified time, to be served personally or by mail, in its discretion, upon each carrier complained against.

## 6.

## ANSWERS.

A carrier complained against must answer within twenty days, unless extended, from the date of a notice, but the Commission may, in a particular case, require the answer to be served within a shorter time. The time prescribed in any case may be extended, upon good cause shown, by special order of the Commission. Original answers must be filed with the Secretary of the Commission at its office in Springfield. The answer must admit or deny the material allegations of the petition, and may set forth any additional facts claimed to be material to the issue. The answer must be verified in the same manner as the petition. If the carrier complained against shall make satisfaction before answering, a written acknowledgment thereof must be filed by the complainant or petitioner, and in that case the effect of satisfaction, without other matter, may be set forth in the answer. If satisfaction be made after the filing and service of an answer, a supplementary answer, setting forth the facts and terms of the satisfaction, shall be filed with the Commission and served. The filing of an answer, however, will not be deemed an admission of the sufficiency of the petition, but a motion to dismiss for insufficiency may be made at the hearing.

## 7.

## SERVICE OF PAPERS.

Copy of notices or other papers must be served upon the adverse parties personally or by mail; and when any party has appeared by attorney, service upon such attorney shall be deemed proper service upon the party.

## 8.

## AMENDMENTS.

Amendments to any petition or answer in any proceeding or investigation may be allowed by the Commission in its discretion.

## 9.

## EXTENSION OF TIME.

Extension of time may be granted upon the application of any party to the proceeding in the discretion of the Commission.

## 10.

## STIPULATIONS.

The parties to any proceeding or investigation before the Commission may, by stipulation in writing filed with the Secretary, agree upon the facts, or any portion thereof involved in the controversy, which stipulation shall be regarded as evidence on the hearing. It is desired that the facts be thus agreed upon whenever practicable.

## 11.

## HEARINGS.

Upon issue being joined the Commission will assign a time and place for hearing the case, which will be at its office in Springfield, unless otherwise ordered. Witnesses will be examined orally before the Commission, and their testimony taken down and filed in the case, unless the facts be agreed upon as provided for in these rules. The complainant must in all cases establish the facts alleged to constitute a violation of the law, unless the carrier complained against admits the same or fails to answer the petition. Facts alleged in the answer must also be proved by the carrier unless admitted by the petitioner. In case of failure to answer, the Commission will take such proof of the facts as may be deemed proper and reasonable, and make such order thereon as the circumstances of the case require.

## 12.

## WITNESSES AND SUBPENAS.

Subpenas requiring the attendance of witnesses will, upon the application of either party, or upon the order of the Commission, be issued by the Secretary, under the seal of the Commission. Subpenas for the production of books, papers or documents (unless directed to issue by the Commission upon its own motion) will only be issued upon application in writing; and when it is sought to compel witnesses, not parties to the proceeding, to produce such documentary evidence, the application must be sworn to and must specify as nearly as may be the books, papers or documents desired, and that the same are in possession of the witness or under his control; and also by facts stated in said application show that they contain evidence material to the issue. Applications to compel a party to the proceedings to produce books, papers or documents, need only set forth in a general way the books, papers or documents desired to be produced, and that the applicant believes they will be of service in the determination of the case.

## 13.

## PROPOSED FINDINGS.

Upon the final submission of the case, each party must prepare and submit for the consideration of the Commission, proposed findings, embracing the material facts and propositions of law claimed to be established by the evidence.

## 14.

## PRINTING OF PLEADINGS.

For convenience in reading and filing it is requested that pleadings, briefs and other papers of importance be printed or typewritten whenever practicable, and that only one side of the paper be used.

## 15.

## COPIES.

Copies of any petition, complaint or answer in any matter or proceeding before the Commission, or of any order, decision or opinion by the Commission will be furnished without charge upon application to the Secretary by any person or party to the proceeding. Copy of testimony will be furnished upon such terms as the Commission shall prescribe. Copies of blank forms as contained in these rules will be furnished on application by the Secretary without any charge. This rule shall not apply to copies of opinions, orders or other papers in interlocking or crossing cases.



## 16.

## ADDRESS OF THE COMMISSION.

All complaints concerning anything done, or omitted to be done, by any common carrier and all petitions or answers in any proceeding or application in relation thereto, and all letters and telegrams should be addressed to the chairman of the Commission at Springfield, Illinois, unless otherwise specially directed.

## 17.

## QUORUMS.

Two members of the Commission shall constitute a quorum for the transaction of all business that may come before the Commission, and if no quorum of the Commission shall be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day (noting the same upon the record) until a quorum is present for transaction of business, at which time the hearing shall be proceeded with in the same manner as it would had a quorum been present on the day named in the rules for said meeting. When the Secretary shall be aware in advance that a quorum will not be present on the day named for regular meeting, he shall, so far as practicable, advise all interested parties by letter or otherwise, of the fact, and also let them know on what day a quorum is expected to be present.

## 18.

## MANNER OF CONDUCTING CASES.

In all contested cases the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as is admissible under the common law rules of evidence, and each party will be fully heard in argument upon all points of the case by counsel or other representatives.

## 19.

## PRACTICE.

The Commission will be governed by the practice which obtains in the Circuit Courts of Illinois, so far the same is applicable.

## 20.

## CONFLICT OF RULES.

These rules shall not in any way conflict with the rules of practice in crossing and interlocking cases—heretofore adopted by the Commission—but shall be supplemental thereto.\*

---

NOTE—For the convenience of those having business with the Commission, we have included under the same cover the rules of practice and forms in crossing and interlocking cases heretofore adopted by our predecessors, also forms to be used in other cases, which the Commission desire shall be used in all cases. Blank forms will be furnished free of charge upon application to the Secretary.

## FORMS.

*No. 1.—Complaint Against Carriers.*

A. B.  
*vs.* } ss  
 The ..... Railroad Co. }

The petition of the above named complainant respectfully shows:

I. That (here let complainant state his occupation and place of business.)

II. That the defendant above named is a common carrier engaged in the transportation of freight and passengers by railroad, and as such common carrier, is subject to the laws of the State of Illinois.

III. That (here state concisely the matters complained of.)

Wherefore the petitioner prays that the defendant may be required to answer the charges herein, and that upon a final hearing hereof the Commission will make such order in the premises as may seem meet.

Dated at ..... Illinois, ..... day of ..... A. D. 18....

A. B.

*Complainant's Signature..*

State of Illinois, }  
 .... County. } ss

A. B. being duly sworn, upon his oath, states that he is the complainant in this proceeding, and that the matters set forth in the foregoing petition are true as he verily believes.

A. B.

Subscribed and sworn to before me this ..... day of ..... A. D. 18....

C. D., *Justice of the Peace.*

(Or other officer authorized to administer oaths.)

## FORMS.

*No. 2.—Answer.*

The ..... Railroad Co. }  
*ats.* } ss  
 A. B. }

The above named defendant for answer to the complainant in this proceeding respectfully states:

I. That (here follows the usual admissions, denials and averments.)

Wherefore the defendant prays that the complaint be dismissed.

The ..... Railroad Co.

By E. F. (Title of Officer.)

State of ....., }  
 County of ..... } ss

E. F. being duly sworn, says that he is the ..... of the ..... Railroad Company, defendant in this proceeding, and that the foregoing answer is true as he verily believes.

E. F.

Subscribed and sworn to before me this ..... day of ..... 18....

C. D., *Justice of Peace.*

(Or other officer authorized to administer oaths.)

## INTERLOCKING DEVICES.

## STATUTORY PROVISIONS AND RULES GOVERNING SAME.

## STATUTORY PROVISIONS.

Act relating to crossings on the same level: approved June 3, 1887, in force July 1, 1887.

*AN ACT in regard to the dangers incident to railroad crossings on the same level.*

SECTION 1. That when and in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw bridge, shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, works and fixtures, shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures, for such crossing, designating the plan of crossing, shall have been filed with such Railroad and Warehouse Commissioners, then, and in that case, it is hereby lawful for the engines and trains of any such railroad or railroads to pass over said crossing or bridge without stopping, any law, or the provisions of any law, now in force to the contrary notwithstanding; and all such other provisions of laws contrary thereto are hereby declared not to be applicable in such case: *Provided*, that the said Railroad and Warehouse Commissioners shall have power in case such interlocking system, in their judgment, shall, by experience, prove to be unsafe or impracticable, to order the same to be discontinued. [As amended by act approved May 28, 1891.]

§ 2. The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed system and plans, and report the result of such examination for the information of such Railroad and Warehouse Commissioners, and said Railroad and Warehouse Commissioners are hereby authorized to allow and reward five dollars per day as a compensation for the services of such civil engineer, or such reasonable sum as such Commissioners shall deem fit, and to allow and reward such other and further sums as they shall deem fit to pay, all other fees, cost and expenses to arise under said application, to be paid by the railroad company or companies in interest, to be taxed and paid or collected as in other cases. And the said Railroad and Warehouse Commissioners are also empowered, on application for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose, to be fixed by them.

APPROVED June 3, 1887.

## ILLINOIS INTERLOCKING ACT, APPROVED JUNE 2, 1891.

*AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same.*

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That in every case where the main tracks of two or more railroads cross at a grade in this State, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossings with interlocking or other safety devices, may file with the Railroad and Warehouse Commission a petition stating the facts of the situation, and asking said Railroad and Warehouse Commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks; and upon the filing thereof, notice shall be given to each other company or person owning or operating any track involved in such crossing, and the said Railroad and Warehouse Commission shall thereupon view the site of such crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.

§ 2. If the said railroad and Warehouse Commission shall, from information obtained in any manner, have cause to believe that any such grade crossing, as described in section one of this act, is dangerous to the public or to persons operating trains, and requires protection, then it shall be the duty of the said Commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said Commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.

§ 3. At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance of section two thereof, unless the hearing is for good cause continued, said Railroad and Warehouse Commission shall proceed to try the question whether or not the crossing shall be protected by interlocking or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said Commission shall, after such hearing, enter an order upon a record book or docket, to be kept for the purpose, denying the petition or discharging the citation if the protection of such crossing as proposed is deemed unnecessary, or, if said Commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the Commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested cannot agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliances to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said Commission shall further designate, in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the Railroad and Warehouse Commission shall determine that interlocking or other safety appliances shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all cost of such appliances, together with the expense of putting them in and the future maintenance thereof.

§ 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others in doing so, any order of the said Railroad and Warehouse Commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made, unless the Railroad and Warehouse Commission shall, for good cause shown, extend the time; and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said Railroad and Warehouse Commission thereof, whereupon said Commission shall inspect or cause to be inspected

the said completed plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887; and if, upon such inspection, the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit empowering the several companies or persons owning or operating the tracks involved therein to run such crossing without stopping, under such rules and regulations as may be in force, or may thereafter be adopted, by the said Commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.

§ 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance of this act shall forfeit and pay a penalty of \$200 for each week of refusal and neglect, the same to be recovered in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.

§ 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the Secretary of said Commission.

§ 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act: *Provided*, that this section shall not apply to switch, spur or side tracks.

#### *For the Information of Railroad Officials:*

For the information of railroad officials contemplating the construction and operation of interlocking devices for the protection of grade crossings and junctions, in accordance with the statutory provisions governing the same, as defined in the foregoing acts, the following general rules and specifications are adopted and will be held as requirements by the Railroad and Warehouse Commission, where the approval of any such interlocking signals and switches or permit for operating the same, is applied for, as provided in the several acts of the General Assembly concerning interlocking.

*Filing of petitions. All petitions for examination of interlocking devices must be filed with the Secretary of the Commission, and all communications in relation thereto addressed to the Commission at Springfield, Illinois, through its Secretary.*

#### INFORMATION TO BE FILED WITH THE SECRETARY OF THE COMMISSION WITH PETITION FOR INSPECTION OF ANY INTERLOCKING PLANT.

##### I.

Prior to the commencement of the erection of an interlocking plant, general plan as per the requirements of article II, should be submitted to the Secretary, which, if found satisfactory, will be approved. On completion of plant, information required in articles III and IV must be filed with the Secretary, with request for inspection. Request for approval of plan.

##### II.

A petition for the inspection of any interlocking plant, under the acts of 1887 and 1891, must be accompanied by a complete plan in duplicate, showing the location of all main tracks, sidings, switches, cross-overs, and spurs, together with the position of all switch points, signals, detector bars, locks, tower, etc., the same to be fixed by measurement indicated by plain figures, or by a plan drawn to a scale of not less than one hundred feet to one inch. Plan.

The method of handling traffic on each track must be shown, and the grade on same indicated per one hundred feet. The number of lever operating each switch, signal, detector bar or lock



must be marked on plan at such switch, signal, detector bar or lock. The plan must show all tracks included within the limits of interlocking.

### III.

Diagram of locking. A complete diagram of locking must be furnished with petition for inspection of any plant. This diagram must correspond with the arrangement of locking dogs as finally located and fixed.

### IV.

Manipulation sheet. A manipulation sheet showing the combinations necessary to be set up for each of the several routes governed by signals must be furnished with petition for inspection.

### V.

Copy of rules. Where special instructions are issued for the guidance of employees using the tracks within the limits of an interlocking, of unusual complicity, a copy of said instructions should be furnished with petition for inspection.

## IMPORTANT REQUIREMENTS AND RECOMMENDATIONS FOR GUIDANCE IN CONSTRUCTION.

### VI.

Style of signals. It being desirable that a uniform system of signals should be used at all interlocking plants, it is recommended that all signals should be of the semaphore type. All signals must be so constructed as to go to the danger position by force of gravitation in case of the breakage of connections between the operating lever and the signal. All signals must be provided with a lamp, showing front lens properly focused, and a back light, except as hereinafter provided.

### VII.

Home signal. The home signal should, when practicable, be located on engineer's side of track it governs, and should be not less than fifty (50) feet nor more than two hundred (200) feet in advance of the point it governs, except where special conditions exist. The signal must point to the right of the track it governs, and should have a square end. When the derail or facing point or crossing is set against the traffic governed by the home signal, the signal must be locked in a horizontal position, showing red, or danger color light by night, indicating "danger—stop." When the track it governs is clear and safe for the passage of trains the signal may be inclined at an angle of about sixty (60) degrees or more, from the horizontal, showing a white, or line clear light by night to approaching train, indicating "clear track—advance." In case two signal arms are used on the home signal post the top signal should in all cases govern main or high speed routes, and the lower signal the diverging route or routes. In mechanical interlocking plants the home signal may be worked by either pipe or wire connections. In case wire is used there must be two lines.

## VIII.

The distant signal should be located not less than twelve hundred (1200) feet in advance of the home signal with which it operates, on the same side of track, with the arm pointing in the same direction. The distant signal should be distinguished by a notch cut in the end of the semaphore arm. It must be so arranged and connected with the home signal that it will be held in a horizontal position, showing green or caution color light by night to approaching train when the home signal indicates danger. The distant signal must be worked by two lines of wire. Distant signals.

## IX.

Rotating indicators, known as pot or disc signals, should only be used as switch indicators, operating with the switch. Switch indicators.

## X.

Dwarf signals having a small arm and suitably adapted as to height, should be similar in design and location to the home signal. It should be used only to govern movements on secondary tracks or movements against the current of traffic on main tracks when such reverse movement becomes necessary, and where necessary in yards. Dwarf signal.

## XI.

Bracket posts should be used in all cases where it is necessary to signal trains, on different tracks, operated in the same direction, from the same main post; the position of the post on bracket to correspond to the position of the tracks on which movements are to be governed. Bracket posts,

## XII.

The signalman in the tower should be able to see the arms or the back lights of all signals; the back lights of the lamps to be made as small as practicable, having regard to efficiency. When the front lights are visible to the signalman in the tower no back lights will be required. If from any unavoidable cause the arm or light of any signal cannot be seen by the signalman, a repeater or indicator should be provided in the signal tower. General arrangement of signals.

## XIII.

The fixed lights in the signal tower should be screened off so as not to be mistaken for the signals exhibited to control the running of trains. Fixed lights in tower.

## XIV.

Where the grade is practically level, the derailing point on high speed main line tracks should, in no instance, be located a less distance than three hundred (300) feet in advance of the crossing which it is intended to protect, and when practicable on lines of fast and heavy traffic the derailing point should not be located a less distance than three hundred and fifty (350) feet in advance of the crossing. Derails in high speed tracks.

In case of a descending grade toward the crossing the derailing point shall be so located as to give the same measure of protection that is required for level approach.



Where a single main high speed track of one railroad crosses another railroad at the same level, and traffic is carried in both directions on each track, then derails should be provided on each side of the crossing in the manner hereinbefore described for high speed main tracks. Guard rails may be required.

Where conditions make their use practicable, guard rails will be required.

## XV.

**Derail points on secondary tracks.** On secondary tracks, such as switching, drilling, storage and low speed tracks, the position of derail point should be located so as to give the same measure of safety indicated for high speed tracks.

## XVI.

**Derail for main track crossing secondary track.** When the crossing is made by a switching, drilling, storage or low speed track with a high speed track moving traffic in either direction, the derails on high speed track should be located on each side of crossing in the manner first described. A derail should be located on the secondary tracks on each side of crossing in the manner described hereinbefore for switching, drilling, storage or low speed tracks.

## XVII.

**Derails on secondary track.** In case one or more secondary low speed tracks cross each other at grade, each track should be provided with a derail on each side of the crossing. The distance of derail in advance of crossing should be governed by the character of traffic upon such tracks, provided that the same measure of safety is applied to such crossings as is required for the protection at crossings of high speed tracks.

## XVIII.

**Derails on spur tracks or sidings.** In case a spur, siding or switch connects with the main track between the derail and the crossing which it protects, the spur or siding should be treated as the crossing track, and be provided with a derail in accordance with the foregoing regulations.

## XIX.

**Derails on double track — back-up derails.** In case of double track crossings where the current of traffic on each track is, as a rule, in one direction, a derail should be provided for back-up movements, and for the further purpose of insuring clearance of crossing before clearance signal can be given on opposing route. The derail should be placed not nearer than one hundred and fifty (150) feet nor more than three hundred (300) feet from crossing.

## XX.

**Derails — how worked.** In mechanical interlocking plants all derails and point switches, whether facing or trailing, must be worked either by iron or steel pipe not less than one inch in diameter.

## XXI.

All slip switches, movable point frogs and derails should be locked either by a separate line of connections from those used to move such slip switches, movable point frogs or derails, or by double pointed switch and lock movement of approved pattern. Where the double pointed switch and lock movement is used on main tracks it must be in connection with a bolt lock operated with the home signal governing the position of the facing point.

Locks for derails, slip switches and movable point frogs.

## XXII.

Switch movements should be located on long ties extending a sufficient distance from the rail or on other suitable foundation, and the switch movement should be further connected with the rails by a continuous plate extending under the rails, fitted with rail braces to insure accurate adjustment and maintenance of gauge of track.

Switch movements.

## XXIII.

All derails and facing point switches, should be protected by detector bars. The detector bars must exceed the greatest distance between the adjacent wheels of the longest car, and in no case should they be less than forty-five (45) feet in length. The first interval of the movement of switch lever which withdraws the locking pin must at the same time raise the detector bar above the level of the rail. The final movement of the switch lever must return the detector bar to its normal position—level with the rail. If detector bar is not worked on switch lever, it must be actuated before the switch is moved in either direction.

Detector bars.

## XXIV.

When a crossing is used for drilling with short trains, or where trains make station stop on or fouling the crossing, a detector bar may be required at the crossing. In such cases the bar should be interlocked with the movement that operates the derails, to insure a clear crossing before an opposing route can be set or signal be given.

Detector bars at crossings.

## XXV.

In all mechanical interlocking the levers by which points and signals are worked should be grouped in a tower and supported on a suitable foundation, which should be independent of the foundation of the tower. All levers should be pivoted on one common center and be so arranged as to bring the switch levers and locking levers in the center of the frame. The levers operating home signals should be placed next to levers operating switches and locks, and the levers operating distant signals should be placed on the extremities of the frame following the home signal levers. The levers should be numbered from left to right. The visible parts of the levers above the machine, except the finished part of the handle, should be painted as follows: Switch levers, black; lock levers, blue; switch and lock levers, black and blue; home signal levers, red; distant signal levers, green; and movable point frog levers, black or yellow.

Arrangement of levers in mechanical machine.

## XXVI.

**Preliminary locking.**

The locking should be actuated by the action of the latch rod, or by a device performing similar service in advance of the first movement of any lever. The first act in reversing a lever must lock the levers of all conflicting routes.

## XXVII.

**Locking of levers.**

The levers should be so arranged that while the signals are in their normal position, *i. e.*, at Danger, the levers operating points shall be free to move: Provided, however, that the preliminary act of reversing any lever shall lock all signal levers controlling opposing routes. The arrangement of locking must be such as to make it impossible for signalman to lower signal for the approach of a train until he has first set the points in the proper position for it to pass over route governed by such signals. The locking must be so devised as to make it impossible for the signalman to exhibit at the same moment any two signals or combination of signals that can lead to a collision.

## XXVIII.

**Signal towers**

Signal towers should be so placed and of such height as to afford the best possible view of the functions of the interlocking plant.

## XXIX.

**Automatic compensators.**

Each line of pipe operating points must be automatically compensated. Such automatic compensators must be located at such intervals in the line as to completely provide for expansion and contraction at various temperatures.

## XXX.

**Foundation of pipe compensators & cranks.**

All pipe compensators and cranks must be fixed on suitable foundations.

## XXXI.

**General requirements.**

In case there are cross-overs, turn-outs or other connecting tracks involved in the general system, the movement of cars and trains upon which present an element of danger, which danger will be enhanced by the passage of trains over crossings or junctions without stopping, and consequently at higher speed than would be the case without the permit sought, then, and in all such cases, whether such enhanced danger be of collision between different cars or trains of the same road, or between cars or trains of different roads, it will be necessary, in addition to the protection of the main crossing, to provide by the proper devices and appliances against any such increased collateral dangers in the same complete manner that is required in the case of the main crossing. The material and workmanship must be in all respects first-class, and the entire plant must be constructed in accordance with the best practice in signaling, and the plant as a whole must, when finished, be complete and perfect, and in every way fit for the purpose of its construction.

## XXXII.

Inspection for issue of permit will not be made until the entire plant is completed, connected and operated under orders to hold home signal against trains until they have made a full stop for crossing or junction governed by such signal. And in no case will the inspection be made until all information hereinbefore specified to be furnished to the Secretary shall be on file in the office of the Commission.

Plant to be complete when inspection is requested.

## XXXIII.

In case any company desires to make any change in the mechanical construction, arrangement or location of any plant now or hereafter operated under permit of the Railroad and Warehouse Commission, or any of the parts of such plant, a new or supplemental petition, with amended plans, shall be filed with the Secretary of the Commission, showing specifically the nature of the changes proposed, and a new permit procured thereon to operate such plant as changed or amended, and any such change made without new permit being procured in pursuance of this rule, or any change made by any company in the manner of moving traffic within limits of the plant, not contemplated at the time any permit was obtained will be deemed *ipso facto* to work a forfeiture of the original permit.

Changes in plant after permit is issued.

RICHARD P. MORGAN,  
DWIGHT C. MORGAN, <sup>1</sup>

*Consulting Engineers.*

## RULES OF PRACTICE IN CROSSING AND INTERLOCKING CASES.

---

### I.

For the hearing of cases arising under the act approved May 27, 1889, concerning crossings, and the act approved June 2, 1891, concerning interlocking, there shall be held at the office of the Commission, in the State House, in Springfield, a regular meeting of the Commission, on the Tuesday after the first Monday in each month, and continuing from day to day thereafter, if necessary, until the business of such meeting is finished; but if the day above designated for such meeting shall at any time fall upon a general election day or a legal holiday, then the meeting shall be held upon the day following.

### II.

If no quorum of the Commission shall be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day (noting the same upon the record), until a quorum is present for the transaction of business, at which time the hearings shall be proceeded with in the same manner as they would had a quorum been present on the day named in the rules for said meeting. When the Secretary shall be aware in advance that for any reason a quorum will not be present for the transaction of business on the day named for a regular meeting, he shall, so far as practicable, advise all interested parties by letter or otherwise of the fact, and also let them know on what day a quorum is expected.

### III.

Upon the filing of any petition in pursuance of any of the provisions of either of such acts, the Secretary of the Commission shall at once issue and cause to be served upon or delivered to the defendant in such petition, such notice as the law requires, or as may be prescribed by the Commission; and the Secretary shall also, for the better information of such defendant, mail to its president or general manager, a copy of the petition; but a failure by defendant to receive the letter shall not be taken as a failure of notice.

### IV.

If the notice provided for in the last rule shall be served upon or received by the defendant ten days before the next regular meeting of the Commission as above established, the case shall stand for hearing at that meeting; but if such notice shall be served or received less than ten days before such regular monthly meeting, then such petition shall stand for hearing at the next regular monthly meeting succeeding that one.



## V.

In the case of any proceeding begun under the said interlocking act of 1891, by a citation issued by order of the Commission instead of by petition, the Secretary shall make such citation returnable at the next regular monthly meeting of the Commission, if the same shall take place ten days or more after the time of issuing such citation: but if such citation shall not be served upon any defendant therein named ten days or more prior to the first day of the next meeting, then such citation shall stand for hearing at the next regular meeting succeeding.

## VI.

Such answer as any defendant may desire to make to any petition, or such return as any company may desire to make to any citation which may be issued, shall be filed in the office of the Commission not later than the morning of the day upon which said petition or citation stands for hearing upon the docket in accordance with these rules; and such answer or return shall close the written pleadings in the case.

## VII.

Cases shall stand for hearing at such regular meetings in the order of their numbers unless the Commission shall for good cause vary such order; and in the general manner of conducting hearings, producing testimony, etc., the Commission will be governed by the general system of practice which obtains in the Circuit Courts of Illinois, so far as the same is applicable to these proceedings.

## VIII.

All evidence offered on any such hearing shall be reported in full by the stenographer of the Commission, who shall write the same out correctly in typewriting, and file the same for reference with the papers in the case in which the same is taken.

## IX.

Every case which may for any reason remain on the docket, not finally disposed of at the conclusion of any such regular meeting of the Commission, shall stand continued to the next regular meeting, and the Secretary shall enter an order to that effect, in such case, without specific action or instructions by the Commission.

## X.

The Secretary of the Commission is hereby empowered, without further specific order, to issue from time to time, under his hand and the seal of the Commission, such subpoenas for witnesses in any cause arising under either of said acts as any party thereto may request to be issued. Said Secretary shall advance no fees for the service of any such subpoenas, but leave the party calling for the same to serve it or procure it to be served as he shall think fit.

## XI.

In every trial had under these rules, the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as to facts and expert questions as may be thought necessary, provided the same is admissible under the common law rules of evidence; and each party will be fully heard in argument upon all points of the case by counsel or other representative; but no petition for rehearing will be entertained in any such case, unless the right to present the same is expressly reserved in the final decree or order of the Commission.

## XII.

The petition mentioned in section 1 of the act of 1891, concerning interlocking, will be deemed sufficient if in substantially the following form:

*To the Railroad and Warehouse Commission of the State of Illinois:*

The ..... Rail..... Company represents that it owns and operates a certain railroad extending from..... to ..... within the State of Illinois; that the main track of said railroad crosses at grade the main track of the..... Rail..... Company ..... in the County of.....; that petitioner desires to unite with the said..... Rail..... Company in protecting said crossing with proper devices and appliances, thus securing greater safety to persons and property, and enabling trains to pass said crossing without stopping, but is unable to agree with said company upon a plan of the same; that the public good requires that said crossing be so protected; and petitioner files herewith a plat showing the location of the tracks involved in said crossing, and makes said plat a part of this petition.....

In consideration of the premises, petitioner prays this Commission to give notice to the said ..... Rail..... Company, which is made defendant to this petition, and to proceed to view the site of said crossing, and appoint a time and place for a hearing of this petition, and that upon such hearing the Commission will enter an order prescribing a proper device and machinery for the protection of said crossing in pursuance of an act of the General Assembly, entitled "An act to protect persons and property from danger at the crossings and junctions of railroads," etc., approved June 2, 1891; and petitioner further prays that the Commission will fix in such order the proportion of the cost for the construction, maintenance and operation of such device which each of the parties hereto shall pay; and prays generally for such other relief as may be appropriate to the case.

.....  
*Petitioner.*

.....  
*Its Solicitor.*

## XIII.

The notice to be given in pursuance of section 1 of said act of 1891, may be in substance as follows:

*Office of the Railroad and Warehouse Commission of the State of Illinois.*

To the..... Rail..... Company:

You are hereby notified that on the..... day of....., 189....., the..... Rail..... Company filed in the office of the Railroad and Warehouse Commission of the State of Illinois a petition, praying for the protection, by proper devices and machinery, of a certain grade crossing of the main tracks of your railroad and that of the said petitioner, situated ..... in the county of....., in the State of Illinois, in pursuance of an act of the General Assembly approved June 2, 1891, entitled "An act to protect persons and property from danger at the crossings and junctions of rail-



roads," etc.; and you are hereby further notified that under the rules of said Commission the said petition will stand for hearing at the office of said Commission in the State House, in the city of Springfield, Illinois, on..... the..... day of..... 189..... at 9 o'clock a. m., at which time and place the said Commission will proceed to try the question whether or not the said crossing shall be protected by interlocking or other devices, and in case the said companies are unable to agree, to prescribe, if the public good is deemed to require it, what kind of device, equipment and machinery shall be put in by the companies concerned, and the proportion of the cost of the construction, maintenance and operation thereof, which each of said companies shall pay; and you can, if you think proper, appear through your proper officers or counsel at the time and place above mentioned, and be fully heard by the Commission upon all the matters involved in said petition.

The Commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire.

Witness..... Secretary of said Commission, and  
the seal thereof, at Springfield, Illinois, this.....  
day of..... A. D. 189.....

.....  
*Secretary.*

#### XIV.

The citation provided for in section 2 of said act of 1891, may be in substantially the following form:

*Office of the Railroad and Warehouse Commission of the State of Illinois.*

To the..... Rail..... Company:

WHEREAS, Facts have come to the knowledge of the Railroad and Warehouse Commission of the State of Illinois, which give the said Commission cause to believe that the grade crossing between the main tracks of the..... Rail..... Company and the..... Rail..... Company, situated..... in the county of..... in the State of Illinois, is probably dangerous to the public, and to persons operating trains across and over the same, and that said crossing probably requires protection by proper devices, machinery and appliances, in accordance with an act of the General Assembly entitled, "An act to protect persons and property from danger at the crossings and junctions of railroads," etc., approved June 2, 1891.

Now, therefore, you, the said..... Rail..... Company, impleaded herein with the said..... Rail..... Company, are hereby notified and cited to come before the said Railroad and Warehouse Commission at..... on the..... day of..... 189..... at the hour of..... o'clock ..... m., then and there to show cause why you should not be required to unite with said..... Rail..... Company in providing said crossing with such safety appliances, devices and machinery, as may, in the judgment of said Commission, after full hearing, be thought requisite for the proper protection thereof; and said Commission, in case the protection of said crossing is, after hearing, deemed necessary, will also, unless the companies agree thereon, prescribe and order proper devices, machinery and appliances for the protection of said crossing, and also fix the proportion of cost each company concerned shall pay for the construction, maintenance and operation thereof; upon all which matters you will, through your proper officer or counsel, be fully heard at the time and place specified, if you see fit to appear.

Witness..... Secretary of said Commission, and  
the seal thereof, at Springfield, Illinois, this.....  
day of..... A. D. 189.....

.....  
*Secretary.*

## XV.

The form of notification to be given in cases arising under the act of 1889, concerning crossings, may be in substantially the following form:

*Office of the Railroad and Warehouse Commission of the State of Illinois.*

To the.....Rail.....Company:

You are hereby notified that on the.....day of....., 189...., the.....Rail.....Company filed in the office of the Railroad and Warehouse Commission of the State of Illinois, a petition praying the Commission for leave to cross with its tracks the main line of your railroad at.....in the county of....., in the State of Illinois, in pursuance of an act of the General Assembly approved May 27, 1889, entitled, "An act in relation to the crossing of one railway by another, and to prevent danger to life and property from grade crossings"; and you are further notified that under the rules of said Commission the said petition will stand for hearing at the office of said Commission, in the State House, in the city of Springfield, Illinois, on....., the.....day of....., 189...., at 9 o'clock a. m., at which time and place you can appear through your proper officers or counsel and be heard upon the questions involved in said petition, if you see fit to do so.

The Commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire.

Witness.....Secretary of said Commission, and  
the seal thereof, at Springfield, Illinois, this.....  
day of.....A. D. 189....

.....

*Secretary.*

---

---

# RULES

ADOPTED BY THE

# RAILROAD AND WAREHOUSE COMMISSIONERS

*For the Administration of the Departments of Grain Inspection  
and Warehouse Registration in the City of Chicago, and  
for the Government of the Committee of Appeals.*

---

IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.

---

---



## RULES

PREScribed BY THE BOARD OF RAILROAD AND WAREHOUSE COMMISSIONERS FOR THE ADMINISTRATION OF THE DEPARTMENTS OF GRAIN INSPECTION AND WAREHOUSE REGISTRATION IN THE CITY OF CHICAGO, AND IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.

---

### RULE I.—OFFICE HOURS.

The offices of the Chief Inspector of Grain and the Warehouse Registrar for the City of Chicago shall be open for business at 8 o'clock A. M. from the 15th day of April to the 15th day of November, and at 9 o'clock A. M. during the remainder of the year, and shall be kept open for business until 5 o'clock P. M. during the entire year.

### RULE II.—BOOKS AND RECORDS.

The said Chief Inspector shall keep a set of books in which shall be entered an accurate account of all grain inspected, showing the quantity and quality of each variety, the amount of inspection fees chargeable thereon, by whom payable and the amount collected; which books shall be open at all times to the inspection of the Commissioners. He shall also keep books of record of the inspection, accurately describing the separate lots of grain inspected, and shall, on application, furnish the Warehouse Registrar with such information as may be necessary to enable that officer to keep a record of all grain inspected into and out of all warehouses of Class "A."

### RULE III.—DUTIES OF THE CHIEF INSPECTOR.

The said Chief Inspector shall have a general supervision of all assistant inspectors and employes of his department, and enforce all laws, rules and regulations pertaining thereto, and shall report promptly if, in his opinion, the services of any employe can properly be dispensed with. It shall be his duty to assign all assistant inspectors to their respective posts and to change the assignment of all third assistant inspectors at least every sixty days if, in his judgment, the service would be benefited thereby.

In case of emergencies the said Chief Inspector shall have power to employ temporarily, in accordance with law, such additional help as the exigencies of the service may, in his opinion, demand: certifying that such additional help was necessary and reporting the same monthly to the Commissioners.

And it shall be the duty of said Chief Inspector, when, in his judgment, the interest of the service demands immediate action, to relieve from duty any of the employes in his department for any gross violation of duty, and at once report the same to the Commissioners, with such facts in the case as may be at his command upon which such action shall have been taken.

#### RULE IV.—MONTHLY REPORTS AND PAY ROLLS.

The said Chief Inspector shall, previous to the first Tuesday after the first Saturday in each month, transmit to the office of the Commission a statement (in duplicate) of (1) the amount of cash receipts from any and all sources during the previous month; (2) the amount of uncollected bills due the department, and a list of the names of persons or firms from whom due, with the respective amounts due from each; (3) the expenses of the department for the previous month, the statement to be accompanied by the bills of said expenses and the pay rolls, giving the names and duties of all employés of the department (including those employed in the office of the Warehouse Registrar and the Committee of Appeals) and the amount due to each; said bills and pay rolls being certified as correct by the Chief Inspector and Warehouse Registrar, as the case may be.

Upon the approval of said bills and pay rolls by the Commission, and the return of the same to the Chief Inspector, the said Chief Inspector shall forthwith proceed to pay the said bills and pay rolls from the funds of the department, and file the same, duly receipted, in his office as vouchers for such payment.

#### RULE V.—COLLECTION AND DISBURSEMENT OF FUNDS.

The Chief Inspector is hereby authorized and directed to collect such charges for inspection of grain as may be established from time to time by the Railroad and Warehouse Commission, and all other moneys that may become due on account of inspection service in the City of Chicago, and deposit the same to his own credit as Chief Inspector, to be drawn by him as Chief Inspector for the payment of salaries and other expenses of the department, upon pay rolls and bills of expense approved by the Commission, as approved in Rule IV above.

He shall also daily report to the Commissioners the amount of collections made by him as Chief Inspector.

He is also authorized to make such arrangements for the collection of said inspection fees as he may deem proper, reporting the same to the Commissioners for their approval; and enforcing all such provisions in the premises as the Commissioners may enact.

#### RULE VI.—FEES FOR INSPECTION.

The said Chief Inspector is hereby authorized to collect, until further notice, on all grain inspected under his direction as follows:

*For Inspection on Arrival*.—Twenty-five cents per car load, ten cents per wagon load; forty cents per 1,000 bushels from canal boats, or vessels, and one-fourth of one cent per bushel from bags.

*For Inspection from Store*.—Fifty cents per 1,000 bushels to vessels; thirty-five cents per car load to cars; thirty-five cents per car load to teams or ten cents per wagon load to teams.

#### RULE VII.—CUSTODY OF THE FUNDS, BOOKS AND PROPERTY.

The said Chief Inspector shall deliver to his successor in office all moneys, books, papers and other property remaining in his hands or subject to his control at the expiration of his term of office, or upon his removal from or discontinuance in office as such Chief Inspector, or turn the same over to the Board of Railroad and Warehouse Commissioners, at any time when demanded by said Commissioners.



### RULE VIII.—BASIS OF INSPECTION.

The grading and inspection of grain shall be strictly in accordance with the provisions of the thirteenth section of the act to regulate public warehouses and the warehousing and inspection of grain, and to give effect to Article XIII of the Constitution of the State of Illinois, approved April 25, 1871, in force July 1, 1871.

### RULE IX.—“PLUGGED,” “LOADED” or “SCOURED” GRAIN.

The said Chief Inspector and all persons inspecting grain under his direction shall in no case make the grade of the grain above that of the poorest quality found in any lot of grain inspected, when it has evidently been “plugged” or otherwise improperly “loaded” for the purpose of deception. Wheat which has been subjected to “scouring” or to some process equivalent thereto, shall not be graded higher than No. 3.

### RULE X.—ATTEMPTS AT FRAUD OR INTERFERENCE.

All persons employed in the inspection of grain shall promptly report to the Chief Inspector in writing all attempts to defraud the system of grain inspection established by law; and all instances where warehousemen shall deliver, or attempt to deliver grain of a lower grade than that called for by the warehouse receipt.

They shall also in the same manner report all attempts of receivers or shippers of grain, or any other person interested therein, to instruct, or in any improper way to influence the action or opinion of any inspector in the discharge of his duty, and the Chief Inspector shall report all such cases to the Commission.

### RULE XI.—TERMS AND SERVICE OF EMPLOYEES.

All persons appointed by the Commission to fill the various positions under the law, will hold their several positions for such time only as, in the judgment of the Commission, the interests of the service in which they may be employed shall demand.

And the compensation of all persons so appointed shall cease at the time their services are dispensed with.

### RULE XII.—PERQUISITES PROHIBITED.

The employés of the Inspection Department are hereby prohibited from asking or receiving compensation from any railroad company, warehouseman, vessel owner or agent, or any other person, for any service rendered in the line of their duty as such employés. Any employé guilty of this offense shall be discharged from the service.

### RULE XIII.—SUNDAY AND OTHER EXTRA SERVICE.

If any railroad company with a terminus at Chicago, any warehouseman, shipper, vessel owner or agent, or any other proper person, shall desire the service of any employé of the Grain Inspection Department for the purpose of inspecting grain or doing other work in the line of his duty as such employé on Sunday, or on a legal holiday, or at night, said company, warehouseman or person shall apply to the Chief Inspector of Grain for the service of such employé; and the Chief Inspector shall, if in his opinion great necessity exists for the service being rendered on Sunday, or a legal holiday, or at night, require such employé to perform the duty.

*Provided*, That no employé shall be required to do any service in the line of his duty on Sunday if he has conscientious scruples against Sunday labor; and

*Provided, further*, That no grain shall be inspected out of any elevator after dark unless the person requesting such inspection shall furnish to the Chief



Inspector, or to the inspector having charge of such elevator where such service is to be performed, a night order, written upon the blanks furnished by the department for that purpose, and signed by the owners of the grain, relieving the inspector from all responsibility for damage which may be caused by such mistakes as are liable to occur by reason of the darkness; and in every case the inspector must be personally present during the delivery of such grain on board.

#### RULE XIV.—COMPENSATION FOR EXTRA SERVICE.

Extra compensation at the rate of the regular wages of the employé shall be paid by the Grain Inspection Department to any employé who shall be required to do any work on Sunday, or a legal holiday, as provided in Rule XIII, and any employé who shall be required to work at night as provided in said rule, shall receive upon each night order which shall be completed before midnight the sum of three dollars, and upon all night orders requiring his presence after that time, five dollars. The cost of such service to the department shall be charged and collected from the company, warehouseman, vessel owner, agent, or other person at whose request it was rendered.

#### RULE XV.

It is hereby ordered that Rule XV governing the administration of the Grain Inspection and Warehouse Registration be amended so as to read as follows:

##### DUTIES OF THE WAREHOUSE REGISTRAR.

It shall be the duty of the Warehouse Registrar to keep a registration book for each elevator of Class "A" doing business in Chicago, in which shall be entered a correct description of each warehouse receipt that may be registered. When such receipts are presented for registration the said Registrar shall carefully compare the same with the returns which shall have been made to him by the inspectors stationed at the respective elevators, and if he shall thereby be satisfied of the correctness of the same he shall sign his name in ink, giving the date of such presentation with the title of his office.

In the absence of the Registrar such certificates may be signed by some employé in the Registration Department authorized by the Registrar to sign his name, in which event the name of such person so authorized to sign the name of the Registrar, as aforesaid, shall also sign his own name in full to said certificates: but if he shall find that any differences exist, he shall institute a thorough examination into the reasons therefor, and shall have such error corrected before affixing his signature to said certificate, and if it shall appear that any fraud in the issuance of such receipts shall have been attempted by the warehousemen, the said Registrar shall at once report the same to the Commission.

#### RULE XVI.—ACCUMULATIONS OF GRAIN, STORAGES, AND SUBSTITUTING RECEIPTS.

When cleaning out a certain kind of grain it shall be the duty of the elevator men to report to the Warehouse Registrar the correct amount, grade and kind of any and all accumulations. The said Registrar shall receive their sworn statement, and shall inform the Railroad and Warehouse Commission of the grain so reported, and also the Chief Inspector, so as to get this grain inspected and receipts issued for same, which receipts must be properly registered and cancelled after shipments are made.

In case of a shortage the elevator men will make a sworn statement to that effect to the said Registrar, giving the reason for such shortage, and cancel the proper receipts that have been outstanding against them, and so clear the registration books of such accounts.

In no case will the Registrar permit substitute receipts of one house for shipments made from another warehouse and have them presented for cancellation.

#### RULE XVII.—REGISTRATION RECORDS.

The said Registrar shall carefully preserve all reports of receipts and shipments made to his office by the elevators of class "A," in pursuance of law, or such regulations as may be established, and shall keep an accurate account of the grain so reported, in proper books, with each warehouse firm of class "A," and when such reported shipments shall agree with the receipts canceled for each shipment, he shall mark "canceled," with the date thereof, on his registration book, opposite the recorded description of such receipt.

#### RULE XVIII.—THE REGISTRAR'S ASSISTANTS.

The said Registrar shall have general supervision over his assistants and such employes as the Commission may appoint, and shall direct all such employes in the discharge of their duties. In case of emergency he shall have power to employ temporarily such additional assistants as the exigencies of the service may demand, reporting the same monthly to the Commission, and certifying that such additional assistance was necessary. He shall also report to the Commission monthly, if, in his opinion, the services of the person so employed can be properly dispensed with.

#### RULE XIX.—WAREHOUSE LICENSES.

The said Registrar shall procure from the clerk of the Circuit Court of Cook county, and keep in his office, a complete list of all warehouse licenses granted by said Circuit Court of Cook county.

## RULES

FOR THE GOVERNMENT OF THE COMMITTEE OF APPEALS, ESTABLISHED  
BY THE BOARD OF RAILROAD AND WAREHOUSE COM-  
MISSIONERS AND IN FORCE FROM AND AFTER  
SEPTEMBER 1, 1893.

---

### RULE I.—HOW APPEALS MUST BE TAKEN.

Any person, owner, consignee, warehouseman or shipper desiring to take an appeal from the decision of any grain inspector, as provided by law, shall make his said appeal in writing in a "Record of Appeals" provided for that purpose in the office of the Warehouse Registrar, clearly setting forth the kind, grade and locality of the grain in question, within twenty-four hours after the report of said inspector shall have been made, and in case such appeal shall not be taken within twenty-four hours, as aforesaid, or in case the grain in dispute shall have passed into a warehouse or away from the warehouse after inspection from store, or shall in any other manner have lost its identity, then the right of appeal shall be deemed waived and shall no longer exist.

### RULE II.—NOTICES TO THE COMMITTEE.

It shall be the duty of the Warehouse Registrar, immediately upon receiving an appeal, as aforesaid, to ascertain from the Chief Inspector whether the car, canal boat or vessel in question has been entered in his office for re-inspection; and if it has not, to issue a notice to each member of the Committee of Appeals, apprising them of the fact of such appeal, and stating the kind and location of the grain, and the grade given to it by the local inspector; but if such car, canal boat or vessel shall have been entered in the office of the Chief Inspector for re-inspection, then notices to the committee, as above provided, shall not be issued until report of such re-inspection shall have been made.

### RULE III.—DUTIES OF THE COMMITTEE.

It shall be the duty of the Board of Appeals, upon the receipt of notice as aforesaid, to proceed at once to carefully examine the grain in question, and render their decision as to the quality and grade thereof, in accordance with the legal standard established by the Railroad and Warehouse Commission under the laws of the State, in writing, upon the "Record of Appeals" provided for the purpose in the office of the Warehouse Registrar, said decision to be final; and the Chief Inspector shall, when so requested issue a certificate of the grade of the grain in question in accordance with the decision of the Committee on Appeals.

It shall also be the duty of said Committee on Appeals to furnish to the Chief Inspector a fair sample of each lot of grain, the grade of which has been changed by them.

## RULE IV.—DEPOSIT CHARGED FOR AN APPEAL.

In every case of appeal from the decision of the Inspection Department, if the appeal be on a car load, the appellant shall, at the time of taking his appeal, deposit with the Warehouse Registrar the sum of \$5; and if on a boat load the sum of \$9; which sum shall, upon demand, be returned to the appellant if the appeal be sustained; but, if the appeal be not sustained, said sum shall be turned over within two days to the Chief Inspector, to be by him deposited with the funds of the department.

## RULE V.—WITHDRAWAL OF APPEAL.

In case an erroneous name of boat or car number is given by the appellant, and the Committee of Appeals has searched for said boat or car, then the said deposit of fees shall, in the discretion of the Warehouse Registrar, be forfeited by said appellant. Also, when an appeal has been taken and the entry made upon the record of appeals, it shall not be withdrawn while the Committee of Appeals are then in search of said boat or car, without forfeiture of the fees deposited.

## RULES VI.—RECORDS OF THE COMMITTEE.

The Warehouse Registrar shall keep in his office a correct record of all the official acts of said Committee of Appeals, and shall immediately after each decision of said committee changing the grade of any lot of grain, report said change to the Chief Inspector.

## RULES

FOR THE GOVERNMENT OF THE ASSISTANT INSPECTORS AND HELPERS  
ESTABLISHED BY THE CHIEF INSPECTOR, AND APPROVED BY THE  
BOARD OF RAILROAD AND WAREHOUSE COMMISSIONERS, AND  
IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.

---

### RULE I.—HOURS OF SERVICE.

Assistant inspectors and helpers will be at their posts and ready for business on the railroad tracks or at the elevators to which they may be assigned at 7 o'clock a. m. each morning from the 15th day of March to the 15th day of November, and at 8 o'clock a. m. during the remainder of the year. They will remain at their posts until 6 o'clock p. m. from the 15th day of April until the 1st day of October, and until 5 p. m. during the remainder of the year.

### RULE II.—EARLIER HOURS.

When the receipts are large and the interests of the trade require an early inspection, all assistant inspectors and helpers assigned to duty on the track will begin work at as early an hour as practicable.

### RULE III.—EVENING WORK.

Inspectors stationed at elevators will, when necessary to complete the cargo or shipment upon which they may be engaged, remain on duty as late in the evening as they can see to inspect grain safely.

### RULE IV.—WET WEATHER AND DARKNESS.

No inspector stationed at any elevator is authorized to inspect out of store after dark in wet weather, except on receipt, personally, or through the office of the Chief Inspector, of an order written upon the printed blanks furnished by the department, filled and signed by the owner of the grain, or his authorized agent, relieving such inspector from all responsibility for damage which may be caused by such wet weather, or loss by such errors as are liable to occur by reason of darkness, but in every case the inspector must be personally present when the grain is actually delivered on board, making his report after such actual delivery.

### RULE V.—VESSELS AND CARS TO BE CLEAN.

Assistant inspectors stationed at elevators will see that the vessels or car into which they may inspect grain is clean and in proper condition to receive the same.

#### RULE VI.—RETURNS AND RECORDS OF ASSISTANTS.

All entries in registration, shipping and track books of grade, weight, quality, character and general remarks relating to the grain, must be plainly written and correctly footed; observations to be avoided as much as possible, that no mistakes may be made in copying the same.

Entries on track and registration books must be continuous, in order that there be but one footing of columns to each daily report sent to this office. All inspection tickets placed upon cars by inspectors on track must be plainly written with the aniline pencil furnished for that purpose.

Each assistant inspector in charge of track inspection must sign his name and official rank to each daily return of inspection, and each inspector stationed at an elevator will sign his name and rank to each stub and duplicate on each page of his shipping book, and at the end of his daily report on registration book.

#### RULE VII.—DUTIES OF THE MESSENGER.

It shall be the duty of the messenger to collect from the different inspection stations the books containing the daily reports of inspection, and from the elevators the registration and shipping books and samples of shipments, so timing his trips that the collections from the elevators shall be returned to this office by 8 o'clock a. m., and the books from the inspection stations by 11 a. m. each day. He shall also collect from the elevators or tracks such samples of grain as may be required for the use of this office.

#### RULE VIII.—HOURS OF MAKING REPORTS.

Inspectors at elevators will have their shipping and registration books written up at night, that the messenger may collect them on his first or early morning trip, arriving at this office at 8 o'clock a. m. Said inspectors will make up their report of receipts into store at 12 o'clock, noon, on the last day of each month, and immediately forward the same to the registration office.

#### RULE IX.

Any use whatever of malt, vinous or spirituous liquors by the employes of the department is strictly prohibited. The penalty for any violation of this rule shall be suspension, and the penalty for intoxication shall be discharge from the service.

WM. S. CANTRELL,  
C. F. LAPE,  
THOMAS GAHAN,  
*Commissioners.*

J. W. YANTIS, *Secretary.*

SPRINGFIELD, ILL., Sept. 1, 1893,



## RULES

### GOVERNING THE INSPECTION OF GRAIN IN THE CITY OF CHICAGO, STATE OF ILLINOIS.

IN FORCE FROM AND AFTER NOVEMBER 14, 1892.

---

The following are the rules adopted by the Board of Railroad and Warehouse Commissioners establishing a proper number and standard of grades for the inspection of grain, as revised by them; the same to take effect on and after the 14th day of November, 1892, in lieu of all rules on the same subject heretofore existing:

#### RULE 1—WINTER WHEAT.

No. 1 White Winter Wheat—shall be pure White Winter Wheat, or Red and White mixed; sound, plump and well cleaned.

No. 2 White Winter Wheat—shall be White Winter Wheat, or Red and White mixed; sound and reasonably clean.

No. 3 White Winter Wheat—shall include White Winter Wheat, or Red and White mixed; not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 White Winter Wheat—shall include White Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

No. 1 Long Red Winter Wheat—shall be pure Red Winter Wheat of the long-berried varieties, sound, plump and well cleaned.

No. 2 Long Red Winter Wheat—shall be of the same varieties as No. 1, sound and reasonably clean.

Hard Winter Wheat—The grades of Nos. 1, 2 and 3 Hard Winter Wheat shall correspond in all respects with the grades of Nos. 1, 2 and 3 Red Winter Wheat, except that they shall be of the Turkish variety.

In case of mixture of Turkish Red Winter Wheat with Red Winter Wheat, it shall be graded according to the quality thereof and classed as Hard Winter Wheat.

No. 1 Red Winter Wheat—shall be pure Red Winter Wheat of both light and dark colors, of the shorter-berried varieties; sound, plump and well cleaned.

No. 2 Red Winter Wheat—shall be Red Winter Wheat of both light and dark colors, sound and reasonably clean.

No. 3 Red Winter Wheat—shall include Red Winter Wheat not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 Red Winter Wheat—shall include Red Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

In case of the mixture of Red and White Winter Wheat it shall be graded according to the quality thereof, and classed as White Winter Wheat.



No. 1 Colorado Wheat—shall be sound, plump and well cleaned.

No. 2 Colorado Wheat—shall be sound, reasonably clean and of good milling quality.

No. 3 Colorado Wheat—shall include Colorado Wheat, not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

#### RULE 2—SPRING WHEAT.

No. 1 Northern Spring Wheat—must be northern grown Spring Wheat, sound, reasonably clean, and of good milling quality, and must contain not less than 50 per cent. of the hard varieties of Spring Wheat.

No. 1 Spring Wheat—shall be sound, plump and well cleaned.

No. 2 Spring Wheat—shall be sound, reasonably clean and of good milling quality.

No. 3 Spring Wheat—shall include all inferior, shrunken or dirty Spring Wheat, weighing not less than fifty-three pounds to the measured bushel.

No. 4 Spring Wheat—shall include Spring Wheat damp, musty, grown, badly bleached, or for any cause which renders it unfit for No. 3.

White Spring Wheat—The grades of Nos. 1, 2 and 3 White Spring Wheat shall correspond with the grades of Nos. 1, 2 and 3 Spring Wheat, except that they shall be of the white variety, or shall contain 5 per cent. or more of such White Wheat.

Black Sea and Flinty Pffe Wheat—shall in no case be inspected higher than No. 2, and Rice Wheat no higher than No. 4.

Frosted Wheat—shall in no case be graded higher than No. 4, except that the grade of No. 3 may contain as much of said Frosted Wheat as it is customary to allow of Wheat damaged in any other way.

#### RULE 2<sup>1</sup>/<sub>2</sub>—MIXED WHEAT.

The grades of Nos. 2 and 3 Mixed Wheat shall be equal in quality to the grades of Nos. 2 and 3 Red Winter Wheat, except that they shall include mixtures of Spring and Winter Wheat.

#### RULE 3—CORN.

No. 1 Yellow Corn—shall be yellow, sound, dry, plump and well cleaned.

No. 2 Yellow Corn—shall be three-fourths yellow, dry, reasonably clean, but not plump enough for No. 1.

No. 3 Yellow Corn—shall be three-fourths yellow, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 1 White Corn—shall be sound, dry, plump and well cleaned.

No. 2 White Corn—shall be seven-eighths white, dry, reasonably clean, but not plump enough for No. 1.

No. 3 White Corn—shall be seven-eighths white, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 1 Corn—shall be Mixed Corn, of choice quality, sound, dry and well cleaned.

No. 2 Corn—shall be Mixed Corn, dry, reasonably clean, but not good enough for No. 1.

No. 3 Corn—shall be Mixed Corn, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 4 Corn—Corn that is badly damaged, damp or very dirty shall be graded no higher than No. 4.

Corn that is wet or in heating condition shall not be graded.

## RULE 4 —OATS.

No. 1 White Oats—shall be white, sound, clean and reasonably free from other grain.

No. 2 White Oats—shall be seven-eighths white, sweet, reasonably clean and reasonably free from other grain.

No. 3 White Oats—shall be seven-eighths white, but not sufficiently sound and clean for No. 2.

No. 1 White Clipped Oats—shall be white, sound, clean, reasonably free from other grain, and shall not weigh less than thirty-six pounds to the measured bushel.

No. 2 White Clipped Oats—shall be seven-eighths white, sweet, reasonably clean, reasonably free from other grain, and shall weigh not less than thirty-four pounds of the measured bushel.

No. 1 Oats—shall be Mixed Oats, sound, clean and reasonably free from other grain.

No. 2 Oats—shall be sweet, reasonably clean and reasonably free from other grain.

No. 3 Oats—shall be all Oats that are damp, unsound, dirty, or from any other cause unfit for No. 2.

## RULE 5.—RYE.

No. 1 Rye—shall be sound, plump and well cleaned.

No. 2 Rye—shall be sound, reasonably clean and reasonably free from other grain.

No. 3 Rye—All Rye damp, musty, dirty, or from any cause unfit for No. 2, shall be graded as No. 3.

## RULE 6.—BARLEY.

No. 1 Barley—shall be sound, plump, bright, clean, and free from other grain.

No. 2 Barley—shall be of healthy color, not sound enough and plump enough for No. 1, reasonably clean and reasonably free from other grain.

No. 3 Barley—shall include slightly shrunken and otherwise slightly damaged Barley, not good enough for No. 2.

No. 4 Barley—shall include all Barley fit for malting purposes, not good enough for No. 3.

No. 5 Barley—shall include all Barley which is badly damaged, or from any cause unfit for malting purposes, except that Barley which has been chemically treated shall not be graded at all.

Scotch Barley—The grades of Nos. 1, 2 and 3 Scotch Barley shall correspond in all respects with the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Scotch variety.

Bay Brewing Barley—The grades of Nos. 1, 2 and 3 Bay Brewing Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Bay Brewing variety grown in the Territories and on the Pacific Coast.

Chevalier Barley—The grades of Nos. 1, 2 and 3 Chevalier Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Chevalier variety grown in the Territories and on the Pacific Coast.

## RULE 7.

The word "new" shall be inserted in each certificate of inspection of a newly-harvested crop of Oats until the fifteenth day of August; of Rye, until the first day of September; of Wheat, until the first day of November, and of Barley until the first day of May each year.

This change shall be construed as establishing new grades for the times specified, to conform to the existing grades of grain in all particulars, excepting the distinctions hereby established between the new and the old crop; and shall apply to grain inspected from store for two months after the times respectively above specified.

## RULE 8.

All grain that is warm or that is in a heating condition, or is otherwise unfit for warehousing, shall not be graded.

## RULE 9.

All inspectors shall make their reasons for grading grain, when necessary, fully known by notations on their books. The weight alone shall not determine the grade.

## RULE 10.

Each inspector is required to ascertain the weight per measured bushel of each lot of wheat inspected by him, and note the same on his book.

## RULE.

All grain in store in any warehouse of Class "A" at the time any amendment to the established rules of inspection (affecting such grain) may hereafter go into effect shall be inspected out (in satisfaction of warehouse receipts dated prior to that time only) in accordance with the rules as they stood prior to such amendment.

No claim or damages on account of error in the inspection of any lot of grain (except grain inspected from public warehouses in accordance with law) will be entertained or allowed by the Board of Railroad and Warehouse Commissioners, unless complaint of such inspection shall be made to the Chief Inspector before the grain in question shall be removed from the car in which it is inspected, or before it shall leave the jurisdiction of the Department.

Grain transferred from the car in which it was inspected to another must be inspected after transfer to entitle the owner to have any claim arising thereunder considered by the Board of Railroad and Warehouse Commissioners.



---

LIST OF  
RAILROAD OFFICIALS.

---



## ATCHISON, TOPEKA &amp; SANTA FE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Aldace F. Walker.....	New York .....
First Vice-President .....	C. P. Ripley .....	Chicago .....
Secretary and Treasurer .....	E. Wilder.....	Topeka .....
General Manager.....	J. J. Frey.....	New York .....
General Counsel.....	Victor Morawetz.....	Topeka .....
General Claim Agent .....	C. M. Foulks .....	" .....
Auditor .....	J. F. H. McKibben.....	" .....
General Superintendent.....	H. N. Mudge .....	" .....
Chief Engineer.....	James Dunn.....	" .....
General Passenger Agent .....	G. T. Nicholson.....	Chicago .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
A. F. Walker.....	New York .....	December 10, 1896.....
E. P. Ripley .....	Chicago .....	" .....
E. F. Berwind .....	New York .....	" .....
H. R. Duval .....	" .....	" .....
T. P. Fowler .....	" .....	" .....
E. N. Gibbs .....	" .....	" .....
G. G. Harm .....	" .....	" .....
R. S. Hayes.....	" .....	" .....
Victor Morawetz .....	" .....	" .....
B. P. Cheney.....	Boston.....	" .....
C. A. Nickerson .....	" .....	" .....
Wm. Ratch.....	Topeka .....	" .....
C. S. Gleed.....	" .....	" .....
C. K. Holliday .....	" .....	" .....
T. A. Osborn.....	" .....	" .....



## BALTIMORE &amp; OHIO &amp; CHICAGO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	John K. Cowen.....	Baltimore, Md.....
Secretary.....	Andrew Anderson.....	Chicago, Ill.....
General Attorney.....	Z. L. Bond.....	Baltimore, Md.....
Comptroller.....	H. D. Bulkley.....	".....
Auditor.....	George W. Booth.....	".....
General Manager.....	Wm. M. Green.....	".....
Chief Engineer.....	W. T. Manning.....	".....
General Superintendent.....	J. VanSmith.....	Chicago, Ill.....
Division Superintendent.....	P. C. Sneed.....	Garrett, Ind.....
Superintendent of Telegraph.....	C. Selden.....	Baltimore, Md.....
Traffic Manager.....	F. Harriott.....	".....
General Freight Agent.....	S. W. Gallehor.....	Pittsburg, Pa.....
General Passenger Agent.....	C. O. Scull.....	Baltimore, Md.....
Assistant General Passenger Agent.....	L. S. Allen.....	Chicago, Ill.....
General Baggage Agent.....	R. E. Peddicord.....	Baltimore, Md.....
Agent in Illinois for transfer of stock....	G. A. Richardson.....	Chicago, Ill.....
Treasurer.....	W. H. Ijams.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James Walsh.....	Chicago, Ill.....	April, 1897.....
Arthur Dixon.....	".....	".....
H. E. Wearer.....	".....	".....
John Tyrell.....	".....	".....
Orland Smyth.....	Baltimore, Md.....	".....
Carroll Sprigg.....	New York, N. Y.....	".....
I. G. Lombard.....	Chicago, Ill.....	".....
George R. Dennis.....	Frederick, Md.....	".....
John K. Cowen.....	Baltimore, Md.....	".....

## BALTIMORE &amp; OHIO SOUTHWESTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Edward R. Bacon.....	New York City.....
First Vice President and Gen. Manager..	W. W. Peabody.....	Cincinnati, O.....
Second Vice President and Traffic Mgr...	William Duncan.....	St. Louis, Mo.....
Secretary.....	Edward Bruce.....	Cincinnati, O.....
Treasurer.....	William E. Jones.....	".....
General Counsel.....	Edward Colston.....	".....
Assistant General Counsel.....	E. W. Strong.....	".....
Auditor.....	E. S. Thomas.....	".....
Assistant to Vice Pres. and Gen. Mgr....	W. W. Peabody, Jr.....	".....
Engineer Maint. of Way.....	D. D. Carothers.....	".....
General Superintendent.....	J. G. Rawn.....	".....
Division Superintendent.....	C. H. Howard.....	Chillicothe, O.....
Division Superintendent.....	W. N. McMahon.....	Washington, Ind.....
Superintendent Telegraph.....	Horace Johnson.....	Cincinnati, O.....
General Freight Agent.....	S. T. McLaughlin.....	".....
General Passenger Agent.....	J. M. Chesbrough.....	".....
General Baggage Agent.....	W. J. Robinson.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Edward R. Bacon.....	No. 2 Wall St., New York City.....	November 22, 1895.....
William L. Bull.....	New York City.....	".....
Edgar T. Welles.....	".....	".....
Edward R. Bell.....	".....	".....
William Mertens.....	".....	".....
J. H. Davis.....	".....	".....
Henry W. Poor.....	12 Wall street.....	".....
James Sloan, Jr.....	Baltimore, Md.....	".....
W. W. Peabody.....	Cincinnati, O.....	".....
Lowe Emerson.....	".....	".....
Frederick H. Alms.....	".....	".....
Frank W. Tracy.....	Springfield, Ill.....	".....
Augustus B. Ewing.....	St. Louis, Mo.....	".....
Alexander Shaw.....	Baltimore, Md.....	".....
Francis Pavy.....	".....	".....

## BELT RAILWAY COMPANY, OF CHICAGO.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	B. Thomas.....	Chicago, Ill.....
Vice President.....	E. A. Bancroft.....	".....
Secretary.....	M. J. Clark.....	".....
Treasurer.....	J. E. Murphy.....	".....
General Solicitor.....	E. A. Bancroft.....	".....
Consulting Counsel.....	C. M. Osborn.....	".....
Auditor.....	M. J. Clark.....	".....
General Manager.....	B. Thomas.....	".....
Chief Engineer.....	F. C. Doran.....	".....
Master of Transportation.....	J. M. Warner.....	".....
Agent in Illinois for transfer of Stock.....	M. J. Clark.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. S. Lyford.....	Chicago, Ill.....	June 1, 1897.....
Joseph Ramsey, Jr.....	St. Louis, Mo.....	".....
Chas. M. Hays.....	".....	".....
A. M. Tucker.....	Cleveland, O.....	".....
W. H. McDoel.....	Chicago, Ill.....	".....

## CENTRALIA &amp; CHESTER RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	J. D. Gillett.....	New York.....
Secretary.....	S. S. Dwight.....	Centralia, Ill.....
General Counsel.....		
Auditor and General Manager.....	R. H. Rosborough.....	Sparta, Ill.....
Chief Engineer.....	H. W. Schmidt.....	".....
General Freight Agent.....	E. A. Burrill.....	".....
Agent in Illinois for transfer of stock....	S. L. Dwight.....	Centralia, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. D. Gillett.....	New York City.....	October 12, 1897.....
J. D. Barker.....	Sparta, Ill.....	October 12, 1898.....
H. W. Schmidt.....	".....	".....
W. J. Rosborough.....	".....	".....
T. B. Needles.....	Nashville, Ill.....	October 12, 1896.....
S. S. Dwight.....	Centralia, Ill.....	".....
W. S. Bowles.....	Poughkeepsie, N. Y.....	".....
W. A. Ingraham.....	Bristol, Conn.....	October 12, 1898.....

## CHICAGO &amp; ALTON RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	T. B. Blackstone.....	Chicago, Ill.....
Vice President.....	Charles H. Chappell.....	".....
Secretary and Treasurer.....	C. H. Foster.....	".....
General Solicitor.....	William Brown.....	".....
Auditor.....	Chauncey Kelsey.....	".....
General Manager.....	C. H. Chappell.....	".....
General Manager's Assistant.....	J. H. Wood.....	".....
Chief Engineer.....	H. C. Draper.....	".....
General Superintendent.....	Willis E. Gray.....	Bloomington, Ill.....
General Freight Agent.....	H. H. Courtwright.....	".....
Assistant General Freight Agent.....	S. H. Fulton.....	Chicago, Ill.....
Assistant General Freight Agent.....	C. J. Chisum.....	Peoria, Ill.....
Assistant General Freight Agent.....	A. Newman.....	Kansas City, Mo.....
General Passenger Agent.....	James Charlton.....	Chicago, Ill.....
Assistant General Passenger Agent.....	George J. Charlton.....	".....
General Baggage Agent.....	C. Huntington.....	".....
Agent in Illinois for transfer of stock.....	C. H. Foster.....	".....
General Ticket Agent.....	James Charlton.....	".....
Assistant General Ticket Agent.....	George J. Charlton.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John J. Mitchell.....	St. Louis, Mo.....	1st Monday, April, 1897
W. N. Blackstone.....	Norwich, Conn.....	" " " 1897
A. C. Bartlett.....	Chicago, Ill.....	" " " 1897
T. B. Blackstone.....	".....	" " " 1898
C. H. Chappell.....	".....	" " " 1898
Morris K. Jessup.....	New York, N. Y.....	" " " 1898
James C. McMullin.....	Chicago, Ill.....	" " " 1899
John A. Stewart.....	New York, N. Y.....	" " " 1899
Albert A. Sprague.....	Chicago, Ill.....	" " " 1899

## JOLIET &amp; CHICAGO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	T. B. Blackstone.....	Chicago, Ill. ....
Secretary .....	Charles H. Foster.....	" .....
Agent in Illinois for transfer of stock....	Charles H. Foster.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
T. B. Blackstone .....	Chicago, Ill.....	April, 1897 .....
J. C. McMullin.....	" .....	" .....
Marshall Field.....	" .....	" .....
Norman Williams.....	" .....	" .....
Charles H. Foster.....	" .....	" .....

## CHICAGO &amp; CALUMET TERMINAL RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	H. C. Payne .....	Milwaukee, Wis. ....
First Vice President .....	J. B. Williamson .....	New York, N. Y. ....
Secretary .....	Geo. P. Miller .....	Milwaukee, Wis. ....
Assistant Treasurer .....	Henry S. Hawley .....	Chicago, Ill. ....
General Attorney .....	K. K. Knapp .....	.....
General Auditor .....	J. A. Barker .....	New York, N. Y. ....
Auditor .....	E. Shearson .....	Chicago, Ill. ....
General Manager .....	S. R. Ainslie .....	.....
Chief Engineer .....	E. J. Pearson .....	" .....
Superintendent .....	E. R. Knowlton .....	" .....
Assistant General Freight Agent .....	H. S. Hawley .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. H. McHenry .....	St. Paul .....	May, 1899 .....
H. C. Rouse .....	New York, N. Y. ....	May, 1897 .....
F. H. Fogarty .....	Chicago, Ill. ....	May, 1899 .....
W. N. Wilson .....	" .....	May, 1899 .....
S. R. Ainslie .....	" .....	May, 1897 .....



## CHICAGO &amp; EASTERN ILLINOIS RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	H. H. Porter.....	Chicago, Ill.....
President.....	M. J. Carpenter.....	".....
First Vice President.....	O. S. Lyford.....	".....
Second Vice President.....	C. W. Hillard.....	".....
Secretary.....	H. A. Rubige.....	".....
Treasurer.....	C. W. Hillard.....	".....
General Counsel.....	W. H. Lyford.....	".....
General Attorney.....	W. J. Calhoun.....	".....
Assistant Treasurer.....	A. R. Flower.....	New York, N. Y.....
Assistant Secretary.....	H. J. Messing.....	Chicago, Ill.....
Auditor.....	H. A. Rubidge.....	".....
Chief Engineer.....	W. S. Dawley.....	".....
General Superintendent.....	E. B. Broughton.....	".....
Superintendent.....	F. L. Corwin.....	Danville, Ill.....
Superintendent of Telegraph.....	A. W. Townley.....	".....
General Freight Agent.....	H. E. Felton.....	Chicago, Ill.....
Assistant General Freight Agent.....	Wm. Campbell.....	".....
General Passenger Agent.....	Chas. L. Stone.....	".....
General Ticket Agent.....	Chas. L. Stone.....	".....
General Baggage Agent.....	R. Bookwalter.....	".....
Superintendent of Motive Power.....	Allan Cooke.....	Danville, Ill.....
Agent in Illinois for transfer of stock....	H. A. Rubige, Secretary.	Chicago, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. H. Porter.....	Chicago, Ill.....	June, 1897.....
M. J. Carpenter.....	".....	".....
A. R. Flower.....	New York, N. Y.....	".....
Henry Seibert.....	".....	".....
H. H. Stevens.....	Boston, Mass.....	June, 1898.....
Geo. H. Ball.....	".....	".....
O. S. Lyford.....	Chicago, Ill.....	".....
C. W. Hillard.....	".....	June, 1899.....
R. M. Hoe.....	New York, N. Y.....	".....
Benj. Brewster.....	".....	".....
J. G. English.....	Danville, Ill.....	".....

## CHICAGO &amp; ERIE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	J. G. McCullough .....	New York, N. Y. ....
First Vice-President .....	E. B. Thomas .....	" .....
Secretary .....	David Barman .....	" .....
Treasurer .....	Edward White .....	" .....
General Attorney .....	W. O. Johnson .....	Chicago, Ill. ....
Auditor .....	J. T. Wann .....	New York, N. Y. ....
Assistant Auditor .....	E. P. Campbell .....	" .....
General Manager .....	A. M. Tucker .....	Cleveland, O. ....
Chief Engineer .....	C. W. Buckholz .....	New York, N. Y. ....
General Superintendent .....	J. C. Moorhead .....	Cleveland, O. ....
Division Superintendent .....	C. C. Reynolds .....	Huntington, Ind. ....
Division Superintendent .....	Geo. A. Coe .....	Chicago, Ill. ....
Superintendent of Transportation .....	A. M. Mozier .....	Cleveland, O. ....
Superintendent of Telegraph .....	W. J. Holmes .....	New York, N. Y. ....
Traffic Manager .....	G. G. Cochran .....	" .....
Assistant General Freight Agent .....	C. L. Thomas .....	Chicago, Ill. ....
General Passenger Agent .....	D. I. Roberts .....	New York, N. Y. ....
Assistant General Passenger Agent .....	F. W. Buskirk .....	Chicago, Ill. ....
Acting General Baggage Agent .....	E. C. Ensign .....	New York, N. Y. ....
Land Commissioner .....	W. E. Talcott .....	Cleveland, O. ....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. G. McCullough .....	New York, N. Y. ....	One year from Nov. 13, 1894, and until a successor is chosen.
F. L. Stetson .....	" .....	
E. B. Thomas .....	" .....	
F. B. Jennings .....	" .....	
Andrew Donaldson .....	" .....	
Samuel Spencer .....	" .....	
Jas. H. Benedict .....	" .....	
Andrew Wesley Kent .....	" .....	
Marcus A. Hanna .....	Cleveland, O. ....	
John Tod .....	" .....	
Simon Perkins .....	Sharon, Pa. ....	
A. M. Tucker .....	Cleveland, O. ....	
J. Lowber Welsh .....	Philadelphia, Pa. ....	

## CHICAGO &amp; GRAND TRUNK RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Charles M. Hays.....	Montreal, Prov. Quebec.
President .....	Charles M. Hays.....	" "
Secretary and Assistant to President ....	Charles Percy.....	" "
Treasurer, including auditing and ac- counting departments .....	James H. Muir.....	Detroit, Mich.....
Solicitor.....	E. W. Meddaugh.....	" .....
General Manager.....	C. M. Hays .....	" .....
Chief Engineer.....	Joseph Hobson .....	" .....
Superintendent.....	A. B. Atwater .....	" .....
Assistant Superintendent .....	A. R. McIntyre.....	Battle Creek, Mich .....
Mechanical Superintendent.....	Herbert Roberts .....	Detroit, Mich.....
Traffic Manager .....	George B. Reeve.....	Chicago, Ill.....
General Freight Agent .....	David Brown.....	" .....
General Passenger and Ticket Agent ....	W. E. Davis .....	" .....
General Baggage Agent .....	L. E. Quick .....	Detroit, Mich.....
General Storekeeper.....	John S. Larimer.....	" .....
Agent in Illinois for transfer of stock....	F. A. Howe.....	Chicago, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Charles M. Harts.....	Montreal, Prov. Quebec.	* April 14, 1897.....
E. W. Meddaugh .....	Detroit, Mich.....	" .....
W. J. Spicer .....	" .....	" .....
Henry Howard .....	Port Huron, Mich.....	" .....
W. C. Beardsley.....	Auburn, N. Y. ....	" .....
F. A. Howe.....	Chicago, Ill.....	" .....
D. F. Skinner.....	Valparaiso, Ind .....	" .....
George B. Reeve .....	Chicago, Ill.....	" .....

\* Or when their successors are appointed.

## GRAND TRUNK JUNCTION RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	C. M. Harts .....	Montreal, Prov. Quebec.
President .....	C. M. Harts .....	
Vice-President .....	F. A. Howe .....	Chicago, Ill.....
Secretary .....	Chas. Percy .....	Montreal, Prov. Quebec.
Treasurer, including the accounts.....	James H. Muir.....	Detroit, Mich.....
General Manager.....	C. M. Hays .....	Montreal, Prov. Quebec.
Agent in Illinois for transfer of stock.....	F. A. Howe.....	Chicago, Ill.....
Solicitor.....	E. W. Meddaugh.....	Detroit, Mich.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. M. Harts .....	Montreal, Prov. Quebec.	* April 14, 1897.....
F. A. Howe.....	Chicago, Ill.....	.. .....
E. W. Meddaugh .....	Detroit, Mich.....	.. .....
W. J. Spicer .....	.. ..	.. .....
George B. Reeve .....	Chicago, Ill.....	.. .....

\* Or when their successors are appointed.

## CHICAGO &amp; ILLINOIS SOUTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	John S. Hannah .....	6 Sherman st., Chicago..
First Vice President .....	Wm. F. Carrington.....	“ “
Secretary .....	Geo. M. Patch.....	“ “
Treasurer.....	Geo. S. McReynolds.....	“ “

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. F. Carrington.....	Chicago, Ill.....	February, 1898.....
John S. Hannah .....	“ .....	“ 1897.....
George S. McReynolds.....	“ .....	“ 1898.....
George M. Patch.....	“ .....	“ 1897.....
T. C. Hannah .....	“ .....	“ 1898.....

## CHICAGO &amp; INDIANA STATE LINE RAILWAY COMPANY.

## OFFICERS.

Title.	Name,	Location of Office.
President .....	Nathaniel Thayer.....	Boston, Mass.....
First Vice President .....	John B. Sherman.....	Chicago, Ill.....
Secretary.....	J. C. Dennison.....	.. ..
Treasurer.....	J. C. Dennison.....	.. ..
General Solicitor .....	Irus Coy.....	.. ..
Assistant Secretary and Treasurer .....	Walter Dinghby .....	.. ..
General Superintendent.....	James H. Ashby .....	.. ..
Assistant General Superintendent.....	Richard Fitzgerald .....	.. ..

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Nathaniel Thayer .....	Boston, Mass.....	January, 1898 .....
George T. Williams .....	Chicago, Ill.....	.. 1898.....
James H. Ashby.....	.. ..	.. 1899.....
John B. Sherman.....	.. ..	.. 1899.....
Irus Coy .....	.. ..	.. 1899.....
Richard Fitzgerald.....	.. ..	.. 1899.....
J. C. Denison .....	.. ..	.. 1899.....

## CHICAGO &amp; NORTHWESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Albert Keep .....	Chicago, Ill. ....
President .....	Marvin Hughitt .....	Chicago, Ill. ....
First Vice President .....	M. L. Sykes .....	New York, N. Y. ....
Second Vice President .....	M. M. Kirzman .....	Chicago, Ill. ....
Third Vice President .....	W. H. Newman .....	Chicago, Ill. ....
Secretary .....	M. L. Sykes .....	New York, N. Y. ....
Treasurer .....	M. L. Sykes .....	New York, N. Y. ....
General Counsel .....	Lloyd W. Bowers .....	Chicago, Ill. ....
Auditor .....	J. B. Redfield .....	Chicago, Ill. ....
General Manager .....	J. M. Whitman .....	Chicago, Ill. ....
Chief Engineer .....	John E. Blunt .....	Chicago, Ill. ....
General Superintendent .....	Sherman Sanborn .....	Chicago, Ill. ....
Division Superintendent in Illinois .....	William Gardner .....	Chicago, Ill. ....
Division Superintendent in Illinois .....	John C. Stuart .....	Chicago, Ill. ....
Superintendent of Telegraph .....	George H. Thayer .....	Chicago, Ill. ....
General Freight Agent .....	Hiram R. McCullough .....	Chicago, Ill. ....
General Passenger Agent .....	Warren B. Kinskern .....	Chicago, Ill. ....
General Ticket Agent .....	Warren B. Kinskern .....	Chicago, Ill. ....
General Baggage Agent .....	Nathaniel A. Phillips .....	Chicago, Ill. ....
Land Commissioner .....	Charles E. Simmons .....	Chicago, Ill. ....
Assistant Secretary .....	J. B. Redfield .....	Chicago, Ill. ....
Agent in Illinois for transfer of stock .....	J. B. Redfield .....	Chicago, Ill. ....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
David P. Kimball .....	Boston, Mass. ....	June, 1897 .....
Chauncey M. Depew .....	New York, N. Y. ....	June, 1897 .....
Samuel F. Barger .....	New York, N. Y. ....	June, 1897 .....
Albert Keep .....	Chicago, Ill. ....	June, 1897 .....
M. L. Sykes .....	New York, N. Y. ....	June, 1897 .....
James C. Fargo .....	New York, N. Y. ....	June, 1897 .....
James Stilman .....	New York, N. Y. ....	June, 1897 .....
Frederick L. Ames .....	Boston, Mass. ....	June, 1898 .....
Zenos Crane .....	Dalton, Mass. ....	June, 1898 .....
Marvin Hughitt .....	Chicago, Ill. ....	June, 1898 .....
N. K. Fairbank .....	Chicago, Ill. ....	June, 1898 .....
Byron L. Smith .....	Chicago, Ill. ....	June, 1899 .....
Cyrus H. McCormick .....	Chicago, Ill. ....	June, 1899 .....
F. W. Vanderbilt .....	New York, N. Y. ....	June, 1899 .....
W. K. Vanderbilt .....	New York, N. Y. ....	June, 1899 .....
H. McK Twombly .....	New York, N. Y. ....	June, 1899 .....
John I. Blair .....	Blairstown, N. Y. ....	June, 1899 .....



## CHICAGO &amp; NORTHERN PACIFIC RAILROAD COMPANY.

## OFFICERS.

Title,	Name.	Location of Office.
Receiver .....	A. L. Hopkins.....	Chicago, Ill.....
Treasurer .....	Henry S. Hawley .....	" .....
General Counsel.....	J. J. Hemek .....	" .....
General Attorney.....	K. K. Knapp .....	" .....
Auditor .....	E. Shearson .....	" .....
General Manager.....	S. R. Ainslie .....	" .....

## CHICAGO &amp; NORTHERN PACIFIC RAILROAD.

OPERATED BY WISCONSIN CENTRAL COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
First Vice President .....	Fred Abbot.....	Milwaukee, Wis.....
Secretary.....	Howard Morris.....	" .....
Treasurer.....	Fred Abbot.....	" .....
General Solicitor.....	Howard Morris.....	" .....
Attorney .....	K. K. Knapp.....	Chicago, Ill.....
Auditor.....	E. Shearson.....	" .....
General Manager.....	S. R. Ainslie.....	" .....
Superintendent.....	E. R. Knowlton.....	" .....
General Freight Agent.....	H. S. Hawley.....	" .....
General Passenger Agent.....	H. S. Hawley.....	" .....

## CHICAGO &amp; SOUTH SIDE RAPID TRANSIT RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Marcellus Hopkins.....	Chicago, Ill.....
Vice President.....	George L. Smith.....	".....
Secretary and Treasurer.....	John H. Glade.....	".....
General Counsel.....	William W. Gurley.....	".....
Attorney.....	Edward C. Nichols.....	".....
Auditor.....	F. E. Williams.....	".....
General Manager.....	Marcellus Hopkins.....	".....
Chief Engineer.....	Eugene F. Klepp.....	".....
Superintendent.....	James F. Morrison.....	".....
Agent in Illinois for transfer of stock....	Northern Trust Company	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Marcellus Hopkins.....	Chicago, Ill.....	January 20, 1896.....
William W. Gurley.....	".....	".....
W. R. Champlin.....	".....	January 20, 1897.....
D. R. Lewis.....	".....	".....
George L. Smith.....	".....	".....

## CHICAGO &amp; TEXAS RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	E. A. Hitchcock.....	St. Louis, Mo.....
Vice President.....	O. L. Garrison.....	St. Louis, Mo.....
Secretary.....	J. D. Peters.....	Carbondale, Ill.....
Treasurer.....	O. L. Garrison.....	St. Louis, Mo.....
Attorney.....	W. W. Barr.....	Carbondale, Ill.....
Auditor.....	J. P. Foster.....	St. Louis, Mo.....
Superintendent.....	F. H. Batcher.....	Murphysboro, Ill.....
General Freight Agent.....	Edward Brown.....	St. Louis, Mo.....
General Passenger Agent.....	Edward Brown.....	St. Louis, Mo.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. A. Hitchcock.....	St. Louis, Mo.....	October 16, 1896.....
O. L. Garrison.....	St. Louis, Mo.....	October 16, 1897.....
J. D. Peters.....	Carbondale, Ill.....	October 16, 1896.....
W. W. Barr.....	Carbondale, Ill.....	October 16, 1896.....
H. B. Bromley.....	Grand Tower, Ill.....	October 16, 1897.....

## CHICAGO, BURLINGTON &amp; NORTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	J. M. Forbes.....	Boston, Mass.....
President .....	George B. Harris .....	Chicago, Ill.....
Secretary.....	W. J. Ladd .....	Boston, Mass.....
Treasurer.....	J. C. Peasley.....	Chicago, Ill.....
General Attorney.....	J. W. Larey.....	LaCrosse, Wis.....
Auditor and Assistant Treasurer.....	N. B. Hinckey.....	St. Paul, Minn.....
Chief Engineer.....	S. D. Purdy.....	LaCrosse, Wis.....
General Superintendent.....	John R. Hastings.....	St. Paul, Minn.....
Assistant Superintendent.....	D. Cunningham.....	LaCrosse, Wis.....
Superintendent of Telegraph.....	J. C. Howard.....	Minneapolis, Minn.....
General Freight Agent.....	F. C. Beisal.....	LaCrosse, Wis.....
General Passenger Agent.....	W. J. C. Kenyon .....	St. Paul, Minn.....
General Baggage Agent .....	W. J. C. Kenyon .....	St. Paul, Minn.....
	E. A. Sadd.....	Chicago, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. J. Paine .....	Boston, Mass.....	2nd Wednesday, June, '97
F. W. Hunnewell.....	.. ..	.. ..
T. J. Coolidge.....	.. ..	.. ..
J. M. Forbes .....	.. ..	.. ..
C. E. Perkins .....	Burlington, Ia.....	.. ..
George B. Harris .....	Chicago, Ill.....	.. ..
J. L. Gardner.....	Boston, Mass.....	.. ..

## CHICAGO, BURLINGTON &amp; QUINCY RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	J. M. Forbes.....	Boston, Mass.....
President.....	C. E. Perkins.....	Burlington, Ia.....
First Vice President.....	J. C. Peasley.....	Chicago, Ill.....
Second Vice President.....	Geo. B. Harris.....	
Secretary.....	T. S. Howland.....	Boston, Mass.....
Treasurer.....	J. C. Peasley.....	Chicago, Ill.....
General Solicitor.....	J. W. Blythe.....	Burlington, Ia.....
General Attorney.....	C. W. Dawes.....	Chicago, Ill.....
General Attorney.....	O. F. Price.....	Galesburg, Ill.....
Comptroller (acting).....	W. J. Ladd.....	Boston, Mass.....
General Auditor.....	C. I. Sturgis.....	Chicago, Ill.....
General Manager.....	W. C. Brown.....	
Chief Engineer.....	E. J. Blake.....	".....
General Superintendent.....	J. D. Besler.....	".....
Superintendent Illinois Lines.....	F. C. Rice.....	".....
Division Superintendent.....	H. D. Judson.....	Galesburg, Ill.....
Division Superintendent.....	W. B. Throop.....	Aurora, Ill.....
Division Superintendent.....	W. G. Besler.....	Galesburg, Ill.....
Supt. Freight Terminals, Chicago.....	F. A. Delano.....	Beardstown, Ill.....
Superintendent of Telegraph.....	W. W. Ryder.....	Chicago, Ill.....
General Freight Agent.....	Thos. Miller.....	".....
Assistant General Freight Agent.....	W. B. Hamblin.....	".....
Assistant General Freight Agent.....	E. R. Puffer.....	".....
General Passenger and Ticket Agent....	P. S. Eustis.....	".....
Asst. Gen. Passenger and Ticket Agent..	L. Wakely.....	".....
General Baggage Agent.....	E. A. Sadd.....	".....
Land Commissioner.....	W. W. Baldwin.....	Burlington, Ia.....
Agent in Illinois for transfer of stock...	H. W. Weiss.....	Chicago, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. M. Forbes.....	Boston, Mass.....	May 12, 1897.....
C. J. Paine.....	".....	".....
J. L. Gardner.....	".....	".....
F. W. Hunnewell.....	".....	".....
Wm. Endicott, Jr.....	".....	".....
Richard Olney.....	".....	".....
T. J. Coolidge.....	Manchester, Mass.....	".....
E. W. Hooper.....	Cambridge, Mass.....	".....
J. N. A. Griswold.....	New York, N. Y.....	".....
James H. Smith.....	".....	".....
Charles E. Perkins.....	Burlington, Ia.....	".....

## CHICAGO &amp; IOWA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	F. H. Head.....	Chicago, Ill.....
First Vice President.....	J. C. Peasley.....	".....
Second Vice President.....	George B. Harris.....	".....
Secretary.....	L. O. Goddard.....	".....
Treasurer.....	J. C. Peasley.....	".....
Agent in Illinois for transfer of stock....	L. O. Goddard.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. H. Head.....	Chicago, Ill.....	March 3, 1897.....
C. M. Higginson.....	".....	".....
J. C. Peasley.....	".....	".....
C. I. Sturgis.....	".....	".....
L. O. Goddard.....	".....	".....
H. W. Weiss.....	".....	".....
Geo. B. Harris.....	".....	".....



## GALESBURG &amp; RIO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	L. O. Goddard.....	Chicago, Ill.....
Secretary.....	H. W. Weiss.....	".....
Agent in Illinois for transfer of stock....	H. W. Weiss.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. B. Colton.....	Galesburg, Ill.....	April, 1898.....
L. O. Goddard.....	Chicago, Ill.....	" 1898.....
C. I. Sturgis.....	".....	" 1898.....
D. R. Francis.....	St. Louis, Mo.....	" 1897.....
F. S. Bagg.....	Chicago, Ill.....	" 1897.....

## ILLINOIS VALLEY &amp; NORTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Geo. B. Harris.....	Chicago, Ill.....
Vice President.....	J. C. Osgood.....	New York, N. Y.....
Secretary.....	H. W. Weiss.....	Chicago, Ill.....
Treasurer.....	H. W. Weiss.....	".....
Agent in Illinois for transfer of stock....	H. W. Weiss.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
George B. Harris.....	Chicago, Ill.....	June 29, 1897.....
C. L. Sturgis.....	".....	".....
L. O. Goddard.....	".....	".....
H. W. Weiss.....	".....	".....
J. C. Osgood.....	New York, N. Y.....	".....

## QUINCY, ALTON &amp; ST. LOUIS RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	L. O. Goddard.....	Chicago, Ill.....
Secretary.....	H. W. Weiss.....	".....
Treasurer.....	H. W. Weiss.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. E. Perkins .....	Burlington, Ia.....	April 2, 1897.....
C. I. Sturgis.....	Chicago, Ill.....	".....
E. S. Bagg .....	".....	".....
W. C. Brown.....	".....	".....
L. O. Goddard.....	".....	".....
W. J. Fabian.....	".....	".....
H. W. Weiss.....	".....	".....
T. S. Howland .....	Boston, Mass.....	".....
I. C. Peasley.....	Chicago, Ill.....	".....

## ST. LOUIS, ROCK ISLAND &amp; CHICAGO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	J. N. A. Griswold.....	New York, N. Y.....
Vice President.....	L. O. Goddard.....	Chicago, Ill.....
Secretary.....	H. W. Weiss.....	" .....
Treasurer.....	H. W. Weiss.....	" .....
Agent in Illinois for transfer of stock....	H. W. Weiss.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. J. Sturgis .....	Chicago, Ill.....	April, 1897.....
L. O. Goddard.....	" .....	" 1897.....
J. N. A. Griswold.....	New York, N. Y.....	" 1898.....
J. C. Peasley.....	Chicago, Ill.....	" 1898.....
C. E. Perkins.....	Burlington, Ia.....	" 1896.....
H. W. Weiss.....	Chicago, Ill.....	" 1896.....
C. W. Dawes.....	" .....	" 1896.....

## CHICAGO GREAT WESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of Board .....	S. C. Stickney.....	St. Paul, Minn .....
President .....	A. B. Stickney .....	" .....
Vice President .....	Ar old Kalman .....	" .....
Secretary .....	R. C. Wright .....	" .....
Treasurer .....	C. O. Kolman .....	" .....
General Attorney .....	Daniel W. Lawler.....	" .....
Auditor and Vice President .....	W. B. Bond .....	" .....
General Manager .....	S. C. Stickney.....	" .....
Chief Engineer.....	H. Fernstrom .....	" .....
General Superintendent.....	C. Shields .....	" .....
Assistant General Superintendent.....	J. Burlingett .....	Oelwein, Ia.....
Division Superintendent .....	J. A. Kelley .....	Chicago, Ill.....
Division Superintendent .....	B. F. Egan .....	Dubuque, Ia.....
Superintendent of Telegraph.....	J. C. Ford.....	St. Paul, Minn.....
General Freight Agent.....	P. C. Stohr .....	Chicago, Ill.....
Assistant General Freight Agent.....	F. H. Tibbitts .....	" .....
General Passenger Agent.....	F. H. Lord .....	" .....
Assistant General Passenger Agent.....	D. W. Cooke.....	" .....
General Ticket Agent.....	F. H. Lord .....	" .....
Assistant General Ticket Agent .....	D. W. Cooke .....	" .....
General Baggage Agent.....	John Colley .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. A. Gardner .....	Chicago, Ill.....	September 1, 1896.....
H. E. Fletcher.....	Minneapolis, Minn.....	" .....
A. Oppenheim .....	St. Paul, Minn .....	" .....
S. C. Stickney .....	" .....	" .....
C. W. Benson .....	" .....	" .....
J. W. Lusk .....	" .....	" .....
Wm. Dawson.....	" .....	" .....
A. Kalman .....	" .....	" .....
A. B. Stickney.....	" .....	" .....

## CHICAGO, LAKE SHORE &amp; EASTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	W. G. Brimson .....	Chicago, Ill. ....
Secretary .....	J. S. Keefe .....	" .....
Treasurer .....	W. G. Brimson .....	" .....
General Counsel .....	E. P. Prentice .....	" .....
Auditor .....	A. J. Castater .....	" .....
General Manager .....	W. G. Brimson .....	" .....
Chief Engineer .....	C. E. Dearborn .....	" .....
General Superintendent .....	M. M. Richey .....	" .....
General Freight Agent .....	J. S. Keefe .....	" .....
Assistant General Freight Agent .....	S. A. Hausgen .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration Term.
W. G. Brimson .....	Chicago, Ill. ....	April, 1897 .....
J. S. Keefe .....	" .....	" .....
E. P. Prentice .....	" .....	" .....
John Lambert .....	" .....	" .....
C. P. Coffin .....	" .....	" .....
Wm. Lorrimer .....	" .....	" .....
R. W. Hunt .....	" .....	" .....

## CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Roswell Miller .....	Chicago, Ill. ....
First Vice President .....	Frank S. Bond .....	New York, N. Y. ....
Second Vice President .....	A. T. Earling .....	Chicago, Ill. ....
Secretary .....	P. M. Myers .....	Milwaukee, Wis. ....
Treasurer .....	F. G. Ranney .....	Chicago, Ill. ....
Assistant Treasurer .....	John McNabb .....	" .....
General Solicitor .....	Burton Hanson .....	" .....
Comptroller .....	E. Q. Sewall .....	" .....
General Auditor .....	W. N. D. Winne .....	" .....
Assistant General Auditor .....	R. S. Dousman .....	" .....
General Manager .....	A. T. Earling .....	" .....
Chief Engineer .....	D. J. Whittimore .....	" .....
General Superintendent .....	W. G. Collins .....	" .....
Superintendent of Telegraph .....	U. J. Fry .....	Milwaukee, Wis. ....
Freight Traffic Manager .....	A. C. Bird .....	Chicago, Ill. ....
General Freight Agent .....	J. H. Hiland .....	" .....
Asst. Gen. Freight Agents—5 in number .....	" .....	" .....
General Passenger Agent .....	G. H. Heafford .....	Chicago, Ill. ....
Asst. Gen. Passenger and Ticket Agent .....	P. H. Marsh .....	" .....
General Ticket .....	G. H. Heafford .....	" .....
General Baggage Agent .....	W. D. Carrick .....	Milwaukee, Wis. ....
Land Commissioner .....	H. G. Hangan .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Philip D. Armour .....	Chicago, Ill. ....	September, 1896 .....
August Belmont .....	New York, N. Y. ....	" .....
Frank S. Bond .....	" .....	" .....
Charles D. Dickey, Jr. ....	" .....	" .....
Peter Geddes .....	" .....	" .....
Frederick Layton .....	Milwaukee, Wis. ....	" .....
Joseph Milbank .....	New York, N. Y. ....	" .....
Roswell Miller .....	Chicago, Ill. ....	" .....
J. M. McKinlay .....	New York, N. Y. ....	" .....
Wm. Rockefeller .....	" .....	" .....
Samuel Spencer .....	" .....	" .....
A. VanSantroord .....	" .....	" .....
Charles H. Coster .....	" .....	" .....



## CHICAGO, PADUCAH &amp; MEMPHIS RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	William L. Huse.....	St. Louis, Mo.....
President.....	J. H. Atterbury.....	Litchfield, Ill.....
Secretary.....	John J. McLean.....	East St. Louis, Ill.....
Treasurer.....	J. H. Atterbury.....	Litchfield, Ill.....
General Solicitor.....	E. C. Porterfield.....	St. Elmo, Ill.....
Auditor.....	B. F. Johnston.....	.....
General Manager.....	F. P. Read.....	Marion, Ill.....
Chief Engineer.....	C. Hallagan.....	St. Elmo, Ill.....
Traffic Manager.....	C. B. McCall.....	.. ..
General Freight and Passenger Agent....	W. A. Anderson.....	.....
Assistant General Freight Agent.....	.....	.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Rodey Kelley.....	St. Elmo, Ill.....	Until Successor Elected.
J. H. Atterbury.....	Litchfield, Ill.....	.. ..
A. G. Brown.....	St. Elmo, Ill.....	.. ..
John W. Griswold.....	East St. Louis, Ill.....	.. ..
John J. McLean.....	.....	.. ..
William L. Huse.....	St. Louis, Mo.....	.. ..
Joseph Dickson.....	.....	.. ..

## CHICAGO, PEORIA &amp; ST. LOUIS RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Receiver and General Manager.....	C. H. Bosworth.....	Springfield, Ill.....
Treasurer.....	C. D. Moyer.....	.. ..
General Solicitor.....	Bluford Wilson.....	.. ..
Chief Engineer.....	C. Landon.....	.. ..
Supt. and Supt. of Telegraph.....	H. S. Rearden.....	.. ..
General Freight Agent.....	W. M. Bushnell.....	St. Louis, Mo.....
General Passenger Agent.....	W. J. McLean.....	Springfield, Ill.....
Auditor.....	W. D. Tucker.....	.. ..

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. F. Baldwin.....	Springfield, Ill.....	May 12, 1897.....
Bluford Wilson.....	.. ..	.. ..
P. B. Warren.....	.. ..	.. ..
Marcus Hook.....	Jacksonville, Ill.....	.. ..
I. L. Morrison.....	.. ..	.. ..

## LITCHFIELD, CARROLLTON &amp; WESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Receiver.....	C. H. Bosworth.....	Springfield, Ill.....
Treasurer.....	T. D. Hinchcliffe.....	".....
General Solicitor.....	Bluford Wilson.....	".....
Auditor.....	T. D. Hinchcliffe.....	".....
General Manager.....	Henry P. Carroll.....	Carlinville, Ill.....
Assistant General Manager.....	E. W. Clifford.....	".....
Chief Engineer.....	H. T. Baldwin.....	Springfield, Ill.....
General Freight Agent.....	W. M. Bushnell.....	St. Louis, Mo.....
General Passenger Agent.....	W. W. Kent.....	Springfield, Ill.....

## CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	R. R. Cable.....	Chicago, Ill.....
First Vice President.....	Benj. Brewster.....	New York City.....
Second Vice President.....	W. G. Purdy.....	Chicago, Ill.....
Third Vice President.....	W. H. Truesdale.....	.. ..
Secretary.....	W. G. Purdy.....	.. ..
Treasurer.....	H. A. Parker.....	.. ..
Assistant to President.....	Robert Mather.....	.. ..
General Attorney.....	M. A. Low.....	Topeka, Kan.....
Auditor.....	S. C. Matthews.....	Chicago, Ill.....
Assistant Auditor.....	H. F. Morris.....	Topeka, Kan.....
General Manager.....	W. H. Truesdale.....	Chicago, Ill.....
Assistant General Manager.....	W. I. Allen.....	.. ..
General Superintendent.....	A. J. Hitt.....	Topeka, Kan.....
Assistant General Superintendent.....	W. H. Stillwell.....	Chicago, Ill.....
Division Superintendent.....	C. H. Hubbell.....	.. ..
.. ..	C. L. Nichols.....	Blue Island, Ill.....
.. ..	C. W. Jones.....	Des Moines, Ia.....
.. ..	C. N. Gilmore.....	.. ..
.. ..	H. A. White.....	Trenton, Mo.....
.. ..	W. J. Lawrence.....	Horton, Kan.....
.. ..	R. B. Agnew.....	Colorado Springs, Col.....
.. ..	W. H. Hobbs.....	Herington, Kan.....
.. ..	S. B. Hovey.....	Ft. Worth, Tex.....
General Freight Agent.....	J. M. Johnson.....	Chicago, Ill.....
.. ..	D. Atwood.....	Topeka, Kan.....
General Ticket and Passenger Agent.....	John Sebastian.....	Chicago, Ill.....
Assistant General Passenger Agent.....	George L. Rhodes.....	.. ..
Assistant Gen'l Ticket and Pass. Agent.....	S. F. Boyd.....	.. ..
.. ..	T. J. Anderson.....	Topeka, Kan.....
General Baggage Agent.....	J. D. Marston.....	Chicago, Ill.....
Traffic Manager.....	W. M. Sage.....	.. ..
Superintendent of Telegraph.....	A. R. Swift.....	.. ..
Land Commissioner.....	J. L. Drew.....	Davenport, Ia.....
Agent in Illinois for Transfer of Stock...	W. G. Purdy.....	Chicago, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
R. P. Flower.....	New York City.....	June, 1898.....
Benj. Brewster.....	.. ..	.. ..
H. R. Bishop.....	.. ..	1897.....
Henry M. Flagler.....	.. ..	1898.....
Alexander E. Orr.....	.. ..	1897.....
David Downs, Jr.....	.. ..	1899.....
Alexander T. Van Nest.....	.. ..	1897.....
H. H. Porter.....	Chicago, Ill.....	1899.....
Marshal Field.....	.. ..	.. ..
John DeKoven.....	.. ..	.. ..
W. G. Purdy.....	.. ..	1897.....
R. R. Cable.....	Rock Island, Ill.....	.. ..
George G. Wright.....	Des Moines, Ia.....	1898.....

## PEORIA &amp; BUREAU VALLEY RAILROAD.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	George T. Boggs.....	New York, N. Y.....
Secretary .....	John F. Phillips .....	Chicago, Ill.....
Treasurer.....	William A. Nash.....	New York, N. Y.....
Agent in Illinois for transfer of stock.....	John F. Phillips .....	Chicago, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term
David Downs, Jr .....	New York, N. Y.....	June 4, 1897 .....
George T. Boggs .....	" .....	" .....
Thomas A. McIntyre.....	" .....	" .....
William A. Nash .....	" .....	" .....
James R. Cowing .....	" .....	" .....
Richard M. Hoe .....	" .....	" .....
John F. Phillips.....	Chicago, Ill.....	" .....

## CHICAGO UNION TRANSFER COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	H. H. Porter .....	Chicago, Ill. ....
Secretary .....	Parke E. Simmons .....	" .....
Treasurer .....	Andrew Crawford .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel W. Allerton .....	Chicago, Ill. ....	October, 1896. ....
Andrew Crawford .....	" .....	" .....
J. T. Harrahan .....	" .....	" .....
James McCrea .....	Pittsburgh, Pa. ....	" .....
Edward J. Martyn .....	Chicago, Ill. ....	" .....
Roswell Miller .....	" .....	" .....
H. H. Porter .....	" .....	" .....
A. F. Walker .....	" .....	" .....
A. A. Sprague .....	" .....	" .....
A. B. Stickney .....	St. Paul, Minn. ....	" .....
W. H. Truesdale .....	Chicago, Ill. ....	" .....

# CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Cornelius Vanderbilt.....	New York, N. Y.....
President .....	M. E. Ingalls.....	Cincinnati, O.....
First Vice President .....	J. D. Layng.....	New York, N. Y.....
Second Vice President.....	O. G. Murray.....	Cincinnati, O.....
Secretary .....	E. F. Osborn.....	.....
Treasurer.....	C. F. Cox.....	New York, N. Y.....
General Counsel .....	J. T. Dye.....	Cincinnati, O.....
Auditor .....	P. A. Hewett.....	.....
Assistant General Manager.....	C. E. Schaff.....	.....
Chief Engineer.....	G. W. Kittredge.....	.....
General Superintendent.....	J. Q. Van Winkle.....	Indianapolis, Ind.....
Division Superintendent.....	G. W. Bender.....	.....
Division Superintendent.....	T. J. Higgins.....	Cleveland, O.....
Division Superintendent.....	Wm. Gibson.....	Cincinnati, O.....
Division Superintendent.....	E. M. Neal.....	Mattoon, Ill.....
Superintendent of Telegraph.....	G. S. Rhoads.....	Indianapolis, Ind.....
Superintendent of Motive Power.....	Wm. Garstang.....	Cincinnati, O.....
Traffic Manager.....	O. G. Murray.....	.....
Assistant Traffic Manager.....	O. G. Murray.....	.....
General Freight Agent.....	E. F. Cost.....	.....
Assistant General Freight Agent.....	L. L. Hyde.....	.....
General Passenger and Ticket Agent.....	D. B. Martin.....	.....
General Baggage Agent.....	D. M. Calkins.....	Cleveland, O.....
Purchasing Agent.....	G. W. Simson.....	Cincinnati, O.....
Division Superintendent.....	S. T. Blizzard.....	Wabash, Ind.....
Division Superintendent.....	B. F. Sepp.....	Connersville, Ind.....
Division Superintendent.....	W. G. Bayley.....	Mt. Carmel, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Cornelius Vanderbilt .....	New York, N. Y.....	October, 1897.....
W. K. Vanderbilt.....	.....	.....
C. M. D. pew.....	.....	.....
H. McK. Twombly.....	.....	1896.....
George Bliss.....	.....	.....
J. P. Morgan.....	.....	1897.....
J. D. Laving.....	.....	1896.....
Amos Townsend.....	.....	.....
Jas. Barnett.....	Cleveland, O.....	1898.....
J. T. Dye.....	Cincinnati, O.....	1896.....
Alex. Donald.....	.....	1898.....
W. P. Anderson.....	.....	.....
M. E. Ingalls.....	.....	1897.....
George A. Farlow.....	Boston, Mass.....	1898.....



## KANKAKEE &amp; SENECA RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	T. P. Bonfield .....	Kankakee, Ill. ....
Secretary .....	J. C. Davis .....	Cincinnati, O. ....
Treasurer .....	F. D. Comstock .....	" .....
Auditor .....	P. A. Hewitt .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. E. Ingalls .....	Cincinnati, O. ....	October, 1896. ....
E. F. Osborn .....	" .....	October, 1897. ....
T. P. Bonfield .....	Kankakee, Ill. ....	" .....
R. R. Cable .....	Chicago, Ill. ....	October, 1898. ....
W. G. Purdy .....	" .....	" .....

## PEORIA &amp; EASTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	M. E. Ingalls .....	Cincinnati, O.....
First Vice President .....	J. D. Layng.....	" .....
Secretary.....	J. C. Davis.....	" .....
Auditor.....	P. A. Hewitt.....	" .....
General Manager.....	J. A. Barnard.....	Indianapolis, Ind .....
Division Superintendent.....	J. W. Riley .....	" .....
General Freight Agent.....	Ford Woods.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Location of Term.
M. E. Ingalls.....	Cincinnati, O.....	February, 1897.....
John A. Glover .....	Urbana, Ill.....	" .....
J. C. Tucker.....	Chicago, Ill.....	" .....
E. F. Osborn.....	Cincinnati, O.....	" .....
E. P. Bonfield.....	Kankakee, Ill.....	" .....

## DE PUE, LADD &amp; EASTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Albert L. Sweet.....	Chicago, Ill.....
First Vice President.....	W. S. Cherry.....	".....
Secretary.....	Thos. A. Lemmon.....	".....
Treasurer.....	Thos. A. Lemmon.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Albert L. Sweet.....	Chicago, Ill.....	June 30, 1897.....
George S. House.....	Joliet, Ill.....	".....
Thomas A. Lemmon.....	Chicago, Ill.....	".....
W. S. Cherry.....	Streator, Ill.....	".....
T. B. Corey.....	".....	".....

## EAST ST. LOUIS CONNECTING RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	John Scullin.....	St. Louis, Mo.....
First Vice President.....	A. C. Church.....	.. ..
Secretary .....	E. C. Newkirk.....	.. ..
Treasurer .....	Henry L. Clark.....	.. ..
Auditor.....	A. T. W. Prickett.....	.. ..
General Manager.....	George L. Sands.....	.. ..
General Freight Agent.....	John J. Baulch.....	.. ..
General Attorney.....	C. W. Thomas.....	Belleville, Ill.....
Chief Engineer.....	S. W. Lee.....	St. Louis, Mo.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John Scullin.....	St. Louis, Mo.....	November, 1896.....
A. C. Church.....	.. ..	.. ..
John W. Turner.....	.. ..	.. ..
S. W. Lee.....	.. ..	.. ..
Henry Sackman.....	East St. Louis, Ill.....	.. ..
E. C. Newkirk.....	.. ..	.. ..
Charles W. Thomas.....	Belleville, Ill.....	.. ..

## ELGIN, JOLIET &amp; EASTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Samuel Spencer.....	New York, N. Y.....
Vice President.....	Norman Williams.....	Chicago, Ill.....
Secretary.....	F. D. Raymond.....	" .....
General Solicitor.....	A. D. Wheeler.....	" .....
Auditor.....	F. W. Sutton .....	" .....
General Manager.....	C. H. Ackert.....	" .....
Engineer.....	G. A. Pruden.....	Joliet, Ill. ....
Superintendent.....	C. S. McManus.....	" .....
Traffic Manager .....	A. F. Banks .....	Chicago, Ill.....
Agent in Illinois for transfer of stock.....	F. D. Raymond.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel Spencer.....	New York, N. Y.....	3d Tuesday in Sept., 1897
Norman Williams .....	Chicago, Ill.....	" " 1897
A. J. Forbes Leith.....	New York, N. Y.....	" " 1896
C. H. Ackert.....	Chicago, Ill.....	" " 1896
R. J. Cross.....	New York, N. Y.....	" " 1896
C. N. Coster.....	" .....	" " 1898
A. J. Caton.....	Chicago, Ill.....	" " 1897
A. D. Wheeler.....	" .....	" " 1898
F. D. Ackert.....	" .....	" " 1898
F. W. Sutton.....	" .....	" " 1896
G. W. Mashier.....	New York, N. Y.....	" " 1897

## FULTON COUNTY NARROW GAUGE RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	S. H. Mallory.....	Lewistown, Ill.....
First Vice President and Secretary.....	D. J. Thayer.....	Chariton, Iowa.....
Treasurer.....	F. R. Crocker.....	".....
Auditor, Acting.....	J. A. Westblade.....	Lewistown, Ill.....
General Manager.....	S. H. Mallory.....	".....
Superintendent.....	A. C. Atherton.....	".....
General Freight Agent.....	A. C. Atherton.....	".....
General Passenger Agent.....	A. C. Atherton.....	".....
General Ticket Agent.....	A. C. Atherton.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Henry Phelps.....	Lewistown, Ill.....	1897.....
Allen Mallory.....	Creston, Iowa.....	".....
Jo. D. Temple.....	Lewistown, Ill.....	".....
Moses Turner.....	".....	1898.....
S. H. Mallory.....	Chariton, Iowa.....	".....
Jos. Braden.....	".....	".....
E. A. Temple.....	Des Moines, Iowa.....	1899.....
J. A. Gray.....	Lewistown, Ill.....	".....
A. C. Atherton.....	".....	".....
L. C. Worley.....	".....	1897.....
D. J. Thayer.....	Chariton, Iowa.....	".....
T. M. Stuart.....	".....	".....

## ILLINOIS CENTRAL RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	Chicago, Ill.....
Assistant to President.....	John Dunn.....	".....
Vice President.....	J. C. Welling.....	".....
Second Vice President.....	J. T. Harahan.....	".....
Assistant Second Vice President.....	C. A. Beck.....	".....
Secretary.....	A. G. Hackstaff.....	New York, N. Y.....
Treasurer.....	E. T. H. Gibson.....	".....
General Counsel.....	B. F. Ayer.....	Chicago, Ill.....
General Solicitor.....	James Fentress.....	".....
Auditor Freight Receipts.....	F. Fairman.....	".....
Auditor Passenger Receipts.....	A. D. Joslin.....	".....
Auditor Disbursements.....	Isaac Anderson.....	".....
Local Treasurer.....	J. F. Titus.....	".....
Chief Engineer.....	J. F. Wallace.....	".....
General Superintendent.....	A. W. Sullivan.....	".....
Assistant General Superintendent.....	J. G. Hartigan.....	".....
Assistant General Superintendent.....	M. Gilles.....	Memphis, Tenn.....
Superintendent.....	H. Baker.....	Centralia, Ill.....
Superintendent.....	H. McCourt.....	Amboy, Ill.....
Superintendent.....	D. S. Bailey.....	Clinton, Ill.....
Superintendent.....	F. B. Harriman.....	Freeport, Ill.....
Superintendent.....	A. O. M. King.....	Dubuque, Iowa.....
Superintendent.....	C. K. Dixon.....	Cherokee, Iowa.....
Superintendent.....	N. D. Wiggins.....	Jackson, Tenn.....
Superintendent.....	O. M. Dunn.....	New Orleans, La.....
Superintendent.....	J. B. Kemp.....	Memphis, Tenn.....
Superintendent of Telegraph.....	G. M. Dugan.....	Chicago, Ill.....
Traffic Manager.....	T. J. Hudson.....	".....
Assistant Traffic Manager.....	M. C. Markham.....	".....
General Freight Agent.....	W. E. Keepers.....	".....
General Passenger Agent.....	A. H. Hanson.....	".....
General Baggage Agent.....	H. A. Winter.....	".....
Superintendent of Machinery.....	Wm. Renshaw.....	".....
Superintendent of Transportation.....	J. M. Daly.....	".....
Land Commissioner.....	E. P. Skene.....	".....
Agent in Illinois for transfer of stock.....	John Dunn (Ass't Sec.).....	".....
Local Treasurer in New Orleans.....	R. S. Charles.....	New Orleans, La.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
His Excellency, John P. Altgeld, Governor of Illinois, ex-officio.....	Springfield, Ill.....	January, 1897.....
B. F. Ayer.....	Chicago, Ill.....	October, 1897.....
Walther Luttgen.....	New York, N. Y.....	".....
John W. Auchincloss.....	".....	".....
Oliver Harriman.....	".....	1898.....
John W. Doane.....	Chicago, Ill.....	".....
Chas. M. Beach.....	Hartford, Conn.....	".....
Stuyvesant Fish.....	Chicago, Ill.....	1899.....
Edward H. Harriman.....	New York, N. Y.....	".....
John Jacob Astor.....	".....	".....
S. Van Rensselaer Cruger.....	".....	1896.....
Chas. A. Peabody, Jr.....	".....	".....
John C. Welling.....	Chicago, Ill.....	".....



## BLUE ISLAND RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Stuyvesant Fish .....	Chicago, Ill. ....
Vice President .....	J. C. Welling .....	" .....
Second Vice-President .....	J. T. Harahan .....	" .....
Secretary .....	W. G. Bruen .....	" .....
Treasurer .....	E. H. Gibson .....	New York, N. Y. ....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant .....	Chicago, Ill. ....	October, 1897 .....
J. C. Welling .....	" .....	" 1896 .....
B. F. Ayer .....	" .....	" 1896 .....
J. T. Harahan .....	" .....	" 1897 .....
John Dunn .....	" .....	" 1897 .....

## CHICAGO, HAVANA &amp; WESTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Stuyvesant Fish.....	Chicago, Ill.....
Vice President .....	J. C. Welling.....	" .....
Second Vice President.....	J. T. Harahan.....	" .....
Secretary .....	W. Bruen.....	" .....
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer.....	Chicago, Ill.....	October, 1897.....
J. C. Welling.....	" .....	" .....
Stuyvesant Fish.....	" .....	" 1896.....
J. T. Harahan.....	" .....	" .....
Jno. Dunn.....	" .....	" .....

## CHICAGO, MADISON &amp; NORTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	Chicago, Ill.....
Vice President.....	J. C. Welling.....	".....
Second Vice President.....	J. T. Harahan.....	".....
Secretary.....	W. G. Bruen.....	".....
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. C. Welling.....	Chicago, Ill.....	October, 1897.....
J. T. Harahan.....	".....	" 1896.....
Stuyvesant Fish.....	".....	".....
B. F. Ayer.....	".....	".....
Jno. Dunn.....	".....	".....

## CHICAGO &amp; STRINGFIELD RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Stuyvesant Fish .....	Chicago, Ill. ....
Vice President .....	J. C. Welling .....	" .....
Second Vice President .....	J. T. Harahan .....	" .....
Secretary .....	W. G. Bruen .....	" .....
Treasurer .....	E. T. H. Gibson .....	New York, N. Y. ....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer .....	Chicago, Ill. ....	October, 1897 .....
E. T. H. Gibson .....	New York, N. Y. ....	" .....
J. T. Harahan .....	Chicago, Ill. ....	" .....
Stuyvesant Fish .....	" .....	" 1896 .....
J. C. Welling .....	" .....	" .....

## KANKAKEE &amp; SOUTHWESTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	Chicago, Ill.....
Vice-President.....	J. C. Welling.....	".....
Second Vice-President.....	J. T. Harahan.....	".....
Secretary.....	W. G. Bruen.....	".....
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish.....	Chicago, Ill.....	October, 1897.....
B. F. Ayer.....	".....	".....
J. C. Welling.....	".....	October, 1896.....
J. T. Harahan.....	".....	".....
John Dunn.....	".....	".....

## RANTOUL RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Stuyvesant Fish .....	Chicago, Ill.....
Vice-President .....	J. C. Welling.....	" .....
Second Vice-President.....	J. T. Harahan.....	" .....
Secretary .....	W. G. Bruen .....	" .....
Treasurer .....	E. T. H. Gibson.....	New York, N. Y.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer .....	Chicago, Ill.....	October, 1897 .....
J. C. Welling .....	" .....	October, 1896 .....
Stuyvesant Fish.....	" .....	October, 1896 .....
J. T. Harahan .....	" .....	October, 1897 .....
John Dunn.....	" .....	October, 1897 .....

## SOUTH CHICAGO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Stuyvesant Fish .....	Chicago, Ill. ....
Vice-President .....	J. C. Welling .....	" " .....
Second Vice-President .....	J. T. Harahan .....	" " .....
Secretary .....	W. G. Bruen .....	" " .....
Treasurer .....	E. T. H. Gibson .....	New York, N. Y. ....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer .....	Chicago, Ill. ....	October, 1897 .....
John Dunn .....	" " .....	" " .....
Stuyvesant Fish .....	" " .....	October, 1896 .....
J. C. Welling .....	" " .....	" " .....
J. T. Harahan .....	" " .....	" " .....

## INDIANA, DECATUR &amp; WESTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	M. D. Woodford .....	Cincinnati, O .....
Vice-President .....	H. F. Shoemaker .....	" .....
Secretary .....	Geo. R. Balch .....	" .....
Treasurer .....	F. H. Short .....	" .....
Auditor .....	G. Wislawn .....	" .....
General Manager .....	R. B. F. Pierce .....	Indianapolis, Ind .....
Superintendent .....	Geo. H. Graves .....	" .....
Cashier .....	Chas. B. McVay .....	" .....
General Freight and Passenger Agent .....	John S. Lazerus .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. S. Green .....	Springfield .....	October 13, 1897 .....
W. M. Baldwin .....	Chicago, Ill. ....	" .....
J. S. Leaby .....	" .....	" .....
M. D. Woodford .....	Cincinnati, O .....	" .....
Theo. W. Morris .....	" .....	October 13, 1898 .....
W. A. Reed .....	New York .....	October 12, 1898 .....
K. Harwood .....	Decatur, Ill .....	" .....
W. C. Outten .....	" .....	" .....
H. F. Shoemaker .....	" .....	" .....



## INDIANA, ILLINOIS &amp; IOWA RAILROAD COMPANY.

## OFFICERS.

Title.	Name,	Location of Office.
President .....	F. M. Drake .....	Centerville, Ia. ....
Vice President.....	George H. Holt.....	New York, N. Y. ....
Secretary and Treasurer.....	John A. Drake .....	Chicago, Ill. ....
Assistant Treasurer.....	R. Ahrens .....	.....
Assistant Secretary.....	Charles Martin.....	New York, N. Y. ....
General Solicitor .....	H. K. Wheeler .....	Kankakee, Ill. ....
Auditor.....	M. J. Edgeworth.....	.....
General Manager.....	T. P. Shonts.....	Chicago, Ill. ....
Engineer Maint. of Way .....	Daniel Nowlan.....	Kankakee, Ill. ....
Superintendent.....	F. C. Raff.....	South Bend, Ind. ....
General Freight and Passenger Agent....	S. S. Whitehead.....	Kankakee, Ill. ....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. M. Drake .....	Centerville, Ia. ....	3d Wednesday, Jan., 1897.
T. P. Shonts.....	Chicago, Ill. ....	.. ..
John A. Drake.....	.. ..	.. ..
S. S. Whitehead.....	.. ..	.. ..
George H. Holt.....	New York, N. Y. ....	.. ..
H. M. Curtis.....	.. ..	.. ..
F. L. Lockwood.....	.. ..	.. ..

## IOWA CENTRAL RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Russell Sage.....	New York, N. Y.....
President .....	Russell Sage.....	" .....
First Vice President .....	E. E. Chase.....	" .....
Secretary and Treasurer.....	George R. Morse.....	" .....
Local Treasurer.....	T. J. Fletcher.....	Marshalltown, Ia.....
General Solicitor.....	A. C. Daly.....	" .....
General Auditor.....	T. J. Wasson.....	" .....
General Manager.....	Col. L. M. Martin.....	" .....
Superintendent.....	C. M. Huntington.....	" .....
Assistant Superintendent.....	W. H. Voorheis.....	" .....
Superintendent of Telegraph .....	B. F. Fallis.....	" .....
General Freight Agent .....	E. C. Palmer, Jr.....	" .....
Assistant General Freight Agent.....	J. S. Talbott.....	Peoria, Ill.....
General Passenger Agent .....	T. P. Barry.....	Marshalltown, Ia.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Russell Sage.....	New York, N. Y.....	September 1, 1896 .....
R. E. Chase.....	" .....	" .....
G. E. Taintor.....	" .....	" .....
W. E. Stroug.....	" .....	" .....
H. J. Morse.....	" .....	" .....
E. H. Perkins, Jr.....	" .....	" .....
R. J. Kimball.....	" .....	" .....
E. C. M. Rand.....	" .....	" .....
Col. L. M. Martin.....	Marshalltown, Ia.....	" .....

## JACKSONVILLE, LOUISVILLE &amp; ST. LOUIS RAILWAY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Robt. Kennedy.....	Philadelphia, Pa.....
Receiver.....	Samuel P. Wheeler.....	Springfield, Ill.....
General Counsel.....		
Auditor.....	Geo. W. Dye.....	Jacksonville, Ill.....
General Manager.....	C. M. Stanton.....	".....
Engineer Maintenance of Way.....	B. F. Bond.....	".....
Superintendent of Telegraph.....	Edwin M. Stanton.....	".....
General Agent Passenger Traffic.....	J. W. Daly.....	".....
General Agent Freight Traffic.....	W. E. Crane.....	".....

## LAKE ERIE &amp; WESTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Calvin S. Brice .....	New York, N. Y.....
President.....	Calvin S. Brice .....	" .....
Vice President .....	L. M. Schwan.....	" .....
Treasurer and Secretary.....	L. M. Schwan.....	" .....
Assistant Treasurer.....	A. D. Thomas .....	Indianapolis, Ind .....
General Attorney.....	John B. Cockram .....	" .....
General Solicitor.....	W. E. Hackedorr.....	" .....
Auditor .....	W. A. Wildhack.....	" .....
General Manager.....	George L. Bradbury.....	" .....
Chief Engineer .....	T. H. Perry.....	" .....
General Superintendent.....	D. S. Hill.....	" .....
Assistant General Superintendent.....	H. F. Bickell .....	" .....
Division Superintendent .....	H. A. Bromer.....	Lima, Ohio.....
Division Superintendent .....	S. R. Kramer.....	Lafayette, Ind.....
Superintendent Telegraph .....	H. F. Bickell .....	Lima, Ohio.....
Traffic Manager.....	H. O. Parker .....	Indianapolis, Ind .....
Assistant General Freight Agent.....	S. B. Sweet.....	" .....
Assistant General Freight Agent.....	A. G. Young.....	" .....
General Passenger Agent.....	C. F. Daly .....	" .....
General Ticket Agent.....	C. F. Daly .....	" .....
General Baggage Agent .....	C. F. Daly .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel Thomas.....	New York, N. Y.....	1st Wednesday, Oct., 1896
John G. Moore.....	" .....	" .....
Erskine M. Phelps .....	Chicago, Ill.....	" .....
Geo. F. Baker.....	New York, N. Y.....	" .....
Edward Tuck.....	" .....	" .....
L. M. Schwam.....	" .....	" .....
Calvin S. Brice.....	" .....	" .....
H. W. Cannon.....	" .....	" .....
John W. Doane.....	Chicago, Ill.....	" .....

## LITCHFIELD, CARROLLTON &amp; WESTERN RAILROAD COMPANY.

OPERATED BY WISCONSIN CENTRAL COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Receiver .....	Joseph Dickson .....	St. Louis, Mo. ....
General Solicitor. ....	Elmerious Smith .....	.....
Assistant Auditor and Cashier. ....	Geo. W. Rich. ....	Carlinville, Ill. ....
General Manager. ....	C. B. McCall. ....	.....
Chief Engineer. ....	J. C. Deror. ....	.....
Train Master. ....	T. W. Geer. ....	.....

## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Wm. K. Vanderbilt.....	New York, N. Y.....
President.....	D. W. Caldwell.....	Cleveland, O.....
First Vice President.....	Edwin D. Worcester.....	New York, N. Y.....
Secretary.....	Edwin D. Worcester.....	".....
Treasurer.....	Edwin D. Worcester.....	".....
General Counsel.....	George C. Greene.....	Cleveland, O.....
Auditor.....	R. H. Hill.....	".....
General Manager.....	P. P. Wright.....	".....
Chief Engineer.....	E. A. Handy.....	".....
General Superintendent.....	W. H. Canniff.....	".....
Assistant General Superintendent.....	P. S. Blodgett.....	".....
Superintendent Eastern Division.....	T. W. Niles.....	Buffalo, N. Y.....
Superintendent Toledo Division.....	J. K. Russell.....	Cleveland, O.....
Superintendent Michigan Division.....	L. E. Johnson.....	Toledo, O.....
Asst. Superintendent Michigan Division.....	C. A. Sheldon.....	Elkhart, Ind.....
Superintendent Western Division.....	A. B. Newell.....	Chicago, Ill.....
Superintendent Franklin Division.....	A. H. Smith.....	Youngstown, O.....
Superintendent Detroit Division.....	H. A. Worcester.....	Hillsdale, Mich.....
Superintendent Lansing Division.....	M. L. Reynolds.....	".....
Superintendent Kalamazoo Division.....	A. G. Amsden.....	Grand Rapids, Mich.....
Superintendent of Telegraph.....	Wm. Kline.....	Toledo, O.....
General Freight Agent.....	G. J. Gramme.....	Cleveland, O.....
Assistant General Freight Agent.....	J. G. James.....	".....
General Passenger Agent.....	A. J. Smith.....	".....
Assistant General Passenger Agent.....	E. C. Luce.....	".....
General Ticket Agent.....	A. J. Smith.....	".....
Assistant General Ticket Agent.....	E. C. Luce.....	".....
General Baggage Agent.....	John L. Freeman.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. K. Vanderbilt.....	New York, N. Y.....	May, 1897.....
Samuel F. Barger.....	".....	".....
Hamilton McK. Troumbley.....	".....	".....
Charles M. Reed.....	Erie, Pa.....	".....
D. W. Caldwell.....	Cleveland, O.....	May, 1898.....
Edwin D. Worcester.....	New York, N. Y.....	".....
C. M. Depew.....	".....	".....
Frederick W. Vanderbilt.....	".....	".....
John DeKoven.....	Chicago, Ill.....	".....
C. Vanderbilt.....	New York, N. Y.....	May, 1899.....
Darius O. Mills.....	".....	".....
James H. Reed.....	Pittsburgh, Pa.....	".....
D. O. Mills.....	New York, N. Y.....	".....

## LAKE STREET ELEVATED RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	D. H. Lauderback.....	Chicago, Ill.....
President.....	D. H. Lauderback.....	".....
First Vice President.....	A. S. Littlefield.....	".....
Secretary and Treasurer.....	Robert Laughlin.....	".....
General Counsel.....	Knight and Brown.....	".....
Chief Engineer.....	C. V. Weston.....	".....
General Superintendent.....	Frank Hedley.....	".....
Agent in Illinois for Transfer of Stock...	Amer. Trust & Sav. Bank	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
D. H. Lauderback.....	Chicago, Ill.....	January, 1898.....
Robert Laughlin.....	".....	".....
John B. Parsons.....	".....	".....
M. T. McDonald.....	".....	January, 1897.....
W. F. Furbeck.....	".....	".....
Solomon Sturges.....	".....	January, 1899.....
A. S. Littlefield.....	".....	".....
Geo. A. Yenille.....	".....	".....
C. A. Knight.....	".....	".....

# LaSALLE & BUREAU COUNTY RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Edward G. Hegeler.....	LaSalle, Ill. ....
Secretary and Treasurer.....	G. Weerts .....	.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. W. Matthieson.....	LaSalle, Ill. ....	December 18, 1896.....
E. A. Matthieson.....	Chicago, Ill. ....	.. ..
Chas. Diesterling.....	LaSalle, Ill. ....	.. 1897.....
G. Weerts.....	.. ..	.. ..
Edward C. Hegeler .....	.. ..	.. ..



## SOUTHEAST &amp; ST. LOUIS RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	M. H. Smith .....	Louisville, Ky .....
Secretary .....	J. H. Ellis .....	" .....
Treasurer .....	W. W. Thompson .....	" .....
Comptroller .....	C. Quarrier .....	" .....
Assistant Comptroller .....	C. Hayden .....	" .....
General Manager .....	J. G. Metcalf .....	" .....
Chief Engineer .....	R. Montfort .....	" .....
Division Superintendent .....	B. F. Dickson .....	Evansville, Ind. ....
Traffic Manager .....	Y. Vanden Berg .....	Louisville, Ky .....
General Freight Agent .....	C. B. Compton .....	" .....
General Passenger Agent .....	C. P. Atmore .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. H. Smith .....	Louisville, Ky .....	November, 1896 .....
J. M. Hamill .....	Belleville, Ill. ....	" .....
C. C. Johnson .....	" .....	" .....
Lyttleton Cooke .....	Louisville, Ky .....	" .....
J. A. Lindsay .....	East St. Louis, Ill. ....	" .....

# LOUISVILLE, EVANSVILLE & ST. LOUIS CONSOLIDATED RAIL-ROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Receivers .....	Jas. H. Wilson.....	Evansville, Ind.....
Secretary .....	E. O. Hopkins .....	" .....
Treasurer .....	B. L. Anderson .....	" .....
General Counsel.....	E. M. Heberd .....	" .....
Auditor.....	Iglehart & Taylor.....	" .....
Chief Engineer .....	S. J. Haydon .....	" .....
Superintendent.....	T. A. Allen .....	" .....
Superintendent of Telegraph.....	J. R. Sample .....	Princeton, Ind.....
General Freight Agent.....	O. W. Putnam .....	" .....
Assistant General Freight Agent.....	R. A. Campbell .....	St. Louis, Mo.....
General Passenger Agent.....	A. G. Palmer .....	" .....
Assistant General Passenger Agent.....	R. A. Campbell .....	" .....
General Ticket Agent.....	C. D. Morris .....	" .....
Assistant General Ticket Agent .....	R. A. Campbell .....	" .....
General Baggage Agent.....	C. D. Morris .....	" .....
	R. A. Campbell .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel Bayard.....	Evansville, Ind.....	October 19, 1895.....
E. O. Hopkins .....	" .....	" .....
G. P. Hellman .....	" .....	" .....
Chas. S. Fairchild.....	New York, N. Y.....	" .....
Jas. Stillman .....	" .....	" .....
Winthrop M. Burr.....	" .....	" .....
W. H. Tilford.....	" .....	" .....
W. L. Bull .....	" .....	" .....
Thos. W. Barrett .....	Memphis, Tenn.....	" .....

## METROPOLITAN WEST SIDE ELEVATED RAILWAY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Robert E. Jenkins .....	Chicago, Ill.....
Secretary and Treasurer .....	Geo. Higginson, Jr.....	" .....
General Solicitor.....	Wm. W. Gurley.....	" .....
Attorney .....	Addison L. Gardner.....	" .....
Auditor.....	C. W. Williams .....	" .....
General Superintendent.....	Wm. E. Baker.....	" .....
Superintendent of Transportation.....	A. S. Jones .....	" .....
Agent in Illinois for transfer of stock....	Geo. Higginson, Jr.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Robert E. Jenkins.....	Chicago, Ill.....	April 4, 1897.....
L. P. H. Durkee .....	" .....	" 1898.....
Wm. W. Gurley.....	" .....	" 1898.....
Addison L. Gardner.....	" .....	" 1897.....
Geo. Higginson, Jr.....	" .....	" 1897.....

## MICHIGAN CENTRAL RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	C. Vanderbilt .....	New York, N. Y. ....
President .....	H. B. Ledyard .....	Detroit, Mich. ....
Vice President .....	E. D. Worcester .....	New York, N. Y. ....
Secretary .....	E. D. Worcester .....	" .....
Treasurer .....	D. A. Waterman .....	" .....
General Counsel .....	Ashley Pond .....	Detroit, Mich. ....
General Attorney .....	Henry Russell .....	" .....
Auditor .....	A. J. Burt .....	" .....
Assistant Auditor .....	F. O. Waldo .....	" .....
General Manager .....	H. B. Ledyard .....	" .....
Chief Engineer (acting) .....	A. Torrey .....	" .....
General Superintendent .....	Robert Miller .....	" .....
Assistant General Superintendent .....	R. H. L. Hommedieu .....	" .....
Division Superintendent .....	D. S. Sutherland .....	" .....
Division Superintendent .....	W. J. Martin .....	Bay City, Mich. ....
Division Superintendent .....	O. F. Jordan .....	Jackson, Mich. ....
Division Superintendent .....	J. H. Snider .....	Chicago, Ill. ....
Division Superintendent .....	J. B. Morford .....	" .....
Superintendent of Telegraph .....	E. E. Torrey .....	Detroit, Mich. ....
General Freight Agent .....	B. B. Mitchell .....	" .....
Assistant General Freight Agent .....	B. E. Hand .....	Chicago, Ill. ....
General Passenger and Ticket Agent .....	O. W. Ruggles .....	" .....
Asst. Gen. Passenger and Ticket Agent .....	G. E. King .....	" .....
General Baggage Agent .....	H. P. Dearing .....	" .....
Assistant General Freight Agent .....	C. J. Hupp .....	Detroit, Mich. ....
Assistant General Freight Agent .....	W. L. Benham .....	Bay City, Mich. ....
Assistant General Freight Agent .....	John Crampton .....	Buffalo, N. Y. ....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration Term.
Cornelius Vanderbilt .....	New York City .....	May, 1897 .....
William K. Vanderbilt .....	" .....	" .....
Frederick W. Vanderbilt .....	" .....	" .....
Henry B. Ledyard .....	Detroit, Mich. ....	" .....
Edwin B. Worcester .....	New York City .....	" .....
Samuel F. Barger .....	" .....	" .....
Chauncey M. Depew .....	" .....	" .....
Ashley Pond .....	Detroit, Mich. ....	" .....
Frederick S. Winston .....	Chicago, Ill. ....	" .....

## JOLIET &amp; NORTHERN INDIANA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	C. Vanderbilt .....	New York, N. Y.....
First Vice President.....	H. B. Ledyard .....	Detroit, Mich.....
Secretary.....	E. D. Worcester .....	New York, N. Y.....
Treasurer.....	D. A. Waterman .....	.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. Vannerbilt.....	New York, N. Y.....	When successor appoint.
W. K. Vanderbilt.....	.....	“ “
H. B. Ledyard .....	Detroit, Mich .....	“ “
E. D. Worcester.....	New York, N. Y.....	“ “
Samuel F. Barger .....	“ .....	“ “
C. M. Depew.....	“ .....	“ “
Ashley Pond.....	Detroit, Mich .....	“ “

# ST. LOUIS & CAIRO RAILROAD, OPERATED BY THE MOBILE & OHIO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	W. Butler Duncan .....	New York, N. Y. ....
President!.....	James C. Clarke .....	Mobile, Ala. ....
Vice President .....	James H. Fay .....	New York, N. Y. ....
Secretary .....	Henry Tacon .....	Mobile, Ala. ....
Treasurer.....	Henry Tacon .....	Mobile, Ala. ....
Assistant Secretary.....	A. Mackintosh .....	New York, N. Y. ....
General Solicitor.....	E. L. Russell.....	Mobile, Ala. ....
General Attorney .....	E. L. Russell.....	Mobile, Ala. ....
General Auditor.....	R. V. Taylor.....	" .....
General Manager.....	J. G. Mann .....	" .....
Division Superintendent.....	C. S. Clarke .....	" .....
Division Superintendent.....	J. N. Seale.....	Jackson, Tenn. ....
Division Superintendent.....	H. W. Clarke.....	Murphysboro, Ill. ....
Superintendent of Machinery .....	M. T. Carson .....	Jackson, Tenn. ....
Superintendent of Telegraph.....	K. McKenzie .....	Jackson, Tenn. ....
General Freight Agent .....	J. T. Poe .....	St. Louis, Mo. ....
Assistant General Freight Agent.....	J. M. Denyven .....	St. Louis, Mo. ....
Acting General Passenger Agent.....	E. E. Posey .....	Mobile, Ala. ....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. Ritchie .....	Chicago, Ill. ....	March, 1897.....
C. C. Salter .....	New York, N. Y. ....	" .....
Thomas M. Logan .....	Murphysboro, Ill. ....	" .....
F. Bross .....	Cairo, Ill. ....	" 1898.....
Chas. Hamilton.....	Waco, Tex. ....	" .....
J. A. Horsey .....	New York, N. Y. ....	" .....
James Edwards .....	Waterloo, Ill. ....	" 1896.....

## THE NEW YORK, CHICAGO &amp; ST. LOUIS RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Wm. K. Vanderbilt .....	New York, N. Y. ....
President .....	S. R. Callaway .....	Cleveland, O. ....
Secretary .....	Allyn Cox .....	New York, N. Y. ....
Treasurer .....	Allyn Cox .....	" .....
General Counsel .....	Samuel E. Williamson ..	Cleveland, O. ....
Assistant Treasurer .....	H. Hammersley .....	" .....
Auditor .....	James P. Curry .....	" .....
General Superintendent .....	A. W. Johnson .....	" .....
Division Superintendent .....	W. L. Blair .....	" .....
Superintendent of Motive Power .....	C. D. Gorham .....	Ft. Wayne, Ind. ....
Superintendent of Telegraph .....	John Mackenzie .....	Cleveland, O. ....
General Freight Agent .....	J. S. Evans .....	" .....
General Passenger Agent .....	G. B. Spriggs .....	" .....
Purchasing Agent .....	B. F. Horner .....	" .....
Transfer Agent .....	M. M. Rodgers .....	" .....
Car Accountant .....	A. Bayers .....	New York, N. Y. ....
General Baggage Agent .....	W. J. Robertson .....	Cleveland, O. ....
	J. T. McKee .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. K. Vanderbilt .....	New York, N. Y. ....	May, 1897. ....
Cornelius Vanderbilt .....	" .....	" .....
Fred W. Vanderbilt .....	" .....	" .....
H. McK. Twombly .....	" .....	" .....
John S. Kennedy .....	" .....	" .....
Jas. A. Roosevelt .....	" .....	" .....
Fred P. Olcott .....	" .....	" .....
Chauncey M. Depew .....	" .....	" .....
Allyn Cox .....	" .....	" .....
S. R. Callaway .....	Cleveland, O. ....	" .....
Samuel E. Williamson .....	" .....	" .....
Ralph W. Hickox .....	" .....	" .....
Chas. M. Reed .....	Erie, Pa. ....	" .....

## THE CHICAGO &amp; STATE LINE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	John Newell.....	Chicago, Ill.....
Vice President.....	James A. Roosevelt.....	New York, N. Y.....
Secretary.....	James P. Curry.....	Cleveland, O.....
Assistant Secretary.....	L. L. Lockwood.....	Chicago, Ill.....
Treasurer.....	H. Hammersley.....	Cleveland, O.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Fred P. Olcott.....	New York, N. Y.....	January, 1898.....
William K. Vanderbilt.....	".....	" 1899.....
Jno. S. Kennedy.....	".....	" 1897.....
Jno. Newell.....	Chicago, Ill.....	" 1898.....
James A. Roosevelt.....	New York, N. Y.....	" 1897.....
Arthur J. Eddy.....	Chicago, Ill.....	" 1896.....
Lafayette Briggs.....	".....	" 1899.....
L. L. Lockwood.....	".....	" 1898.....
William McFadon.....	".....	" 1899.....



## PAWNEE RAILROAD.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Hiram White.....	Pawnee, Ill.....
Vice President.....	D. A. Drennan .....	" .....
Secretary.....	C. E. Clayton.....	" .....
Treasurer.....	H. R. Davis .....	" .....
General Attorneys.....	Conkling & Grout.....	Springfield, Ill.....
Auditor.....	D. A. Drennan .....	Pawnee, Ill.....
General Manager.....	H. R. Davis.....	" .....
General Freight and Passenger Agent ...	H. E. Farnam .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. R. Davis.....	Pawnee, Ill.....	August 3, 1897.....
Hiram White.....	" .....	1897.....
D. A. Drennan.....	" .....	1897.....
C. W. White.....	Taylorville, Ill.....	1896.....
C. E. Clayton.....	Pawnee, Ill.....	1896.....
L. K. Davis.....	" .....	1896.....

## PENNSYLVANIA COMPANY.

LESSEE OF PITTSBURGH, FORT WAYNE &amp; CHICAGO RAILWAY COMPANY.

## OFFICERS OF PENNSYLVANIA COMPANY.

Title.	Name.	Location of Office.
President .....	George B. Roberts.....	Philadelphia, Pa.....
First Vice President.....	James McCrea.....	Pittsburgh, Pa.....
Second Vice President.....	J. T. Brooks.....	" .....
Third Vice President .....	John E. Davidson.....	" .....
Secretary.....	S. B. Liggett.....	" .....
Treasurer.....	T. H. B. McKnight.....	" .....
Assistant Treasurer.....	J. P. Henderson.....	" .....
General Counsel.....	J. J. Brooks.....	" .....
Comptroller.....	John W. Renner.....	" .....
Assistant Comptroller.....	Albert McElevey.....	" .....
Auditor Freight Receipts.....	John M. Lyon.....	" .....
Auditor Passenger Receipts.....	J. P. Farley.....	" .....
Auditor Disbursements.....	James Instan.....	" .....
General Manager.....	L. F. Loree.....	" .....
Chief Engineer.....	Thomas Rodd.....	" .....
General Superintendent Transportation.....	E. B. Taylor.....	" .....
General Superintendent.....	Charles Watts.....	" .....
Division Superintendent.....	C. D. Law.....	" .....
Division Superintendent.....	A. B. Starr.....	Fort Wayne, Ind.....
Chief of Motive Power.....	Theo. N. Ely.....	Allegheny City, Pa.....
Superintendent of Motive Power.....	G. E. Potter.....	Fort Wayne, Ind.....
Superintendent of Telegraph.....	A. M. Schoyer.....	Pittsburgh, Pa.....
Purchasing Agent.....	H. O. Hukill.....	" .....
Freight Traffic Manager.....	William Stewart.....	" .....
General Freight Agent.....	Charles L. Cole.....	" .....
General Passenger and Ticket Agent.....	E. A. Ford.....	" .....
Chief Assistant General Passenger Agent.....	Frank VanDusen.....	" .....
General Baggage Agent.....	R. R. Bentley.....	" .....
Signal Engineer.....	W. McC. Grafton.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Charles A. Lanier .....	New York City, N. Y.....	Annual election, 1896.....
Henry Amy.....	" .....	" .....
William C. Eggleston.....	" .....	" .....
John S. Kennedy.....	" .....	" .....
George B. Roberts.....	Philadelphia, Pa.....	" .....
John N. Hutchinson.....	" .....	" .....
Charles E. Speer.....	Pittsburgh, Pa.....	" .....
James McCrea.....	" .....	" .....
John Sherman.....	Mansfield, O.....	" .....
L. B. Harrison.....	Cincinnati, O.....	" .....
Henry C. Winer.....	" .....	" .....
Edward P. Williams.....	Fort Wayne, Ind.....	" .....
Levi Z. Leiter.....	Chicago, Ill.....	" .....

## PENNSYLVANIA COMPANY.

OPERATING THE SOUTH CHICAGO &amp; SOUTHERN RAILROAD COMPANY.

## OFFICERS OF OPERATING COMPANY.

Title.	Name.	Location of Office.
President.....	George B. Roberts.....	Philadelphia, Pa.....
First Vice President.....	James McCrear.....	Pittsburgh, Pa.....
Assistant to First Vice President.....	E. B. Wall.....	Chicago, Ill.....
Second Vice President.....	J. T. Brooks.....	Pittsburgh, Pa.....
Third Vice President.....	John E. Davidson.....	".....
Fourth Vice President.....	John E. Davidson.....	".....
Secretary.....	S. B. Liggett.....	".....
Treasurer.....	T. H. B. McKnight.....	".....
Assistant Treasurer.....	John P. Henderson.....	".....
General Counsel.....	J. J. Brooks.....	".....
Comptroller.....	John W. Renner.....	".....
Assistant Comptroller.....	Albert McElevay.....	".....
Auditor Freight Receipts.....	John W. Lyon.....	".....
Auditor Passenger Receipts.....	J. P. Farley.....	".....
Auditor of Disbursements.....	James Instan.....	".....
General Manager.....	Joseph Wood.....	".....
Consulting Engineer.....	Felician Stataper.....	".....
Chief Engineer.....	Thomas Rodd.....	".....
Gen'l Superintendent of Transportation.....	E. B. Taylor.....	".....
General Superintendent.....	Charles Watts.....	".....
Division Superintendent.....	C. D. Law.....	Fort Wayne, Ind.....
Chief of Motive Power.....	Theo. N. Ely.....	Philadelphia, Pa.....
Superintendent of Motive Power.....	G. L. Potter.....	Fort Wayne, Ind.....
Superintendent of Telegraph.....	A. M. Schoyer.....	Pittsburgh, Pa.....
Purchasing Agent.....	H. O. Hukil.....	".....
Freight Traffic Manager.....	William Stewart.....	".....
General Freight Agent.....	Charles L. Cole.....	".....
General Passenger and Ticket Agent.....	E. A. Ford.....	".....
Chief Ass. General Passenger Agent.....	Frank Van Dusen.....	".....
General Baggage Agent.....	R. R. Bentley.....	".....
Signal Engineer.....	W. McC. Grafton.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John E. Davidson.....	Pittsburgh, Pa.....	April, 1895.....
John I. Bennett.....	Chicago, Ill.....	" 1895.....
W. W. Chandler.....	".....	" 1895.....
Fred W. Belz.....	".....	" 1896.....
Wm. Borner.....	".....	" 1896.....
George Willard.....	".....	" 1897.....
James McCrear.....	Pittsburgh, Pa.....	" 1897.....

## SOUTH CHICAGO &amp; SOUTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	John E. Davidson .....	Pittsburgh, Pa.....
Vice President.....	James McCrea .....	" .....
Secretary.....	S. B. Liggett.....	" .....
Treasurer.....	T. H. B. McKnight .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John E. Davidson.....	Pittsburgh, Pa.....	April, 1897.....
F. J. Loesch .....	Chicago, Ill.....	" 1897.....
E. A. Dawson.....	" .....	" 1897.....
Fred W. Belz .....	" .....	" 1898.....
Wm. Borner .....	" .....	" 1898.....
George Willard.....	" .....	" 1899.....
James McCrea.....	Pittsburgh, Pa.....	" 1899.....

## CALUMET RIVER RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	John E. Davidson .....	Pittsburgh, Pa. ....
Vice President.....	James McCrea .....	" .....
Secretary .....	S. B. Liggett.....	" .....
Treasurer.....	T. H. B. McKnight .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John E. Davidson .....	Pittsburgh, Pa.....	April 16, 1898.....
James McCrea.....	" .....	" 1897.....
George M. Bogue.....	Chicago, Ill.....	" 1897.....
F. W. Belz .....	" .....	" 1898.....
William Borner.....	" .....	" 1898.....

## PEORIA &amp; PEKIN UNION RAILWAY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	C. H. Bosworth .....	Springfield, Ill.....
Vice President .....	E. F. Osborn .....	Cincinnati, O.....
Secretary.....	H. H. Pinkney .....	Peoria, Ill.....
Treasurer.....	John Kiefer .....	" .....
General Counsel .....	Stevens, Horton & Abbot .....	" .....
Auditor.....	H. H. Pinkney .....	" .....
Superintendent.....	F. L. Tompkins .....	" .....
Assistant Superintendent .....	W. E. Blue .....	" .....
Superintendent of Telegraph.....	J. W. Fraser .....	" .....
General Freight Agent.....	H. H. Pinkney .....	" .....
Agent in Illinois for transfer of stock....	.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. F. Osborn.....	Cincinnati, O.....	1898.....
W. J. Lewis .....	Evansville, Ind .....	1898.....
J. Bousey .....	St. Louis, Mo.....	1898.....
Chas. D. Moyer.....	.....	1898.....
J. A. Barnard.....	Indianapolis, Ind .....	1897.....
E. O. Hopkins .....	Evansville, Ind.....	1897.....
C. H. Bosworth.....	Springfield, Ill.....	1897.....
George L. Bradbury .....	Indianapolis, Ind .....	1897.....
Bluford Wilson.....	Springfield, Ill.....	1899.....
C. E. Shaft .....	Cincinnati, O.....	1899.....
E. P. Huston.....	Evansville, Ind.....	1899.....
H. L. Magee .....	St. Louis, Mo.....	1899.....

## PEORIA, DECATUR &amp; EVANSVILLE RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Receivers .....	{ E. O. Hopkins.....	Evansville, Ind .....
President .....	{ E. P. Huston.....	New York, N. Y .....
Vice President.....	W. E. Strong.....	“ “ .....
Secretary .....	E. O. Hopkins.....	“ “ .....
Treasurer.....	W. J. Lewis .....	“ “ .....
General Counsel.....	W. J. Lewis .....	“ “ .....
Auditor.....	Stevens & Horton .....	Peoria, Ill.....
General Manager.....	E. M. Hibbard.....	Evansville, Ind .....
Chief Engineer.....	E. O. Hopkins.....	“ “ .....
Superintendent.....	T. A. Allen .....	“ “ .....
Superintendent of Telegraph .....	R. B. Starbuck .....	Mattoon, Ill .....
General Freight Agent.....	O. Schilling .....	“ “ .....
Assistant General Freight Agent .....	A. G. Palmer .....	Evansville, Ind .....
General Passenger Agent .....	S. J. Cassity.....	“ “ .....
Assistant General Passenger Agent.....	A. G. Palmer .....	“ “ .....
General Ticket Agent .....	S. J. Cassity.....	“ “ .....
Assistant General Ticket Agent .....	A. G. Palmer.....	“ “ .....
General Baggage Agent .....	S. J. Cassity.....	“ “ .....
	A. G. Palmer .....	“ “ .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. L. Clark.....	New York, N. Y.....	October, 1896 .....
W. H. Goodby .....	“ “ .....	“ “ 1897 .....
Jos. H. Prall .....	“ “ .....	“ “ 1897 .....
W. E. Strong .....	“ “ .....	“ “ 1897 .....
Arnold Kummer.....	Baltimore, Md.....	“ “ 1897 .....
John L. Lawson .....	New York, N. Y.....	“ “ 1896 .....
C. C. Baldwin.....	“ “ .....	“ “ 1896 .....
E. O. Hopkins.....	Evansville, Ind.....	“ “ 1896 .....
E. O. Anderson.....	New York, N. Y.....	“ “ 1897 .....

## PEORIA TERMINAL RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	E. S. Easton.....	Peoria, Ill.....
First Vice-President .....	Ben Warren, Jr.....	" .....
Secretary.....	Geo. S. Hall.....	" .....
Treasurer .....	Wm. E. Stone.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. S. Easton .....	Peoria, Ill .....	February, 1896.....
Ben Warren, Jr.....	" .....	" 1895.....
Wm. E. Stone.....	" .....	" 1897.....
C. S. Easton .....	" .....	" 1896.....
Geo. S. Hall.....	" .....	" 1897.....

## PREEMPTION EASTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	R. H. Hudson .....	Rock Island.....
First Vice-President .....	R. Lee .....	" .....
Secretary .....	H. P. Greenough.....	" .....
Treasurer .....	H. P. Greenough.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Henry Curtis .....	Rock Island, Ill.....	June, 1897.....
R. H. Hudson.....	" .....	" .....
R. Lee.....	" .....	" .....
H. P. Greenough .....	" .....	" .....
F. H. Rockwell.....	" .....	" .....

# PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Geo. B. Roberts.....	Philadelphia, Pa.....
First Vice President.....	James McCrea.....	Pittsburgh, Pa.....
Second Vice President.....	J. T. Brooks.....	".....
Third Vice President.....	John E. Davidson.....	".....
Fourth Vice President.....	Joseph Wood.....	".....
Secretary.....	S. B. Liggett.....	".....
Treasurer.....	T. H. B. McKnight.....	".....
Assistant Treasurer.....	M. C. Spencer.....	".....
General Counsel.....	J. J. Brooks.....	".....
Assistant to General Counsel.....	L. L. Gilbert.....	".....
Comptroller.....	John W. Renner.....	".....
Assistant Comptroller.....	Albert McElevey.....	".....
Auditor of Freight Receipts.....	John M. Lyon.....	".....
Auditor of Passenger Receipts.....	J. P. Farley.....	".....
Auditor of Disbursements.....	James Instan.....	".....
General Manager.....	L. F. Larce.....	".....
Chief Engineer and Real Estate Agent.....	M. J. Becker.....	".....
Gen. Superintendent of Transportation.....	E. B. Taylor.....	".....
General Superintendent.....	J. E. Miller.....	Columbus, Ohio.....
Division Superintendent.....	J. S. May.....	Richmond, Pa.....
Division Superintendent.....	E. G. Dallington.....	Indianapolis, Ind.....
Division Superintendent.....	G. L. Peck.....	Richmond, Ind.....
Division Superintendent.....	C. C. Walton.....	Logansport, Ind.....
Division Superintendent.....	P. A. Ponebrake.....	Louisville, Ky.....
Division Superintendent.....	Ralph Peters.....	Cincinnati, O.....
Chief of Motive Power.....	Theo. N. Ely.....	Philadelphia, Pa.....
Acting Supt. of Motive Power.....	S. P. Bush.....	Columbus, O.....
Superintendent of Telegraph.....	A. M. Schoyer.....	Pittsburgh, Pa.....
Purchasing Agent.....	H. O. Hukill.....	".....
Freight Traffic Manager.....	William Steward.....	".....
General Freight Agent.....	D. T. McCabe.....	Columbus, O.....
General Agent.....	D. S. Gray.....	".....
General Passenger and Ticket Agent.....	E. A. Ford.....	Pittsburgh, Pa.....
Chief Asst. General Pass. Agent.....	Frank Van Dusen.....	".....
General Baggage Agent.....	R. R. Bentley.....	".....
Signal Engineer.....	W. McC. Grafton.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Geo. B. Roberts.....	Philadelphia, Pa.....	April, 1899.....
Frank Thompson.....	".....	".....
Charles E. Pugh.....	".....	".....
John P. Green.....	".....	".....
James McCrea.....	Pittsburgh, Pa.....	"..... 1898.....
William H. Barnes.....	Philadelphia, Pa.....	".....
Henry D. Welsh.....	".....	"..... 1897.....
J. T. Brooks.....	Pittsburgh, Pa.....	".....
John E. Davidson.....	".....	".....
Briggs S. Cunningham.....	Cincinnati, O.....	"..... 1900.....
George Willard.....	Chicago, Ill.....	".....
Joseph Wood.....	Pittsburgh, Pa.....	".....
Samuel S. Dennis.....	Newark, N. Y.....	"..... 1898.....



## ENGLEWOOD CONNECTING RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Jno. E. Davidson .....	Pittsburgh, Pa.....
Vice President.....	James McCrea.....	" .....
Secretary .....	S. B. Liggett.....	" .....
Treasurer .....	T. H. B. McKnight.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Jno. E. Davidson.....	Pittsburgh, Pa.....	April 12, 1898.....
Geo. Willard.....	Chicago, Ill.....	" 1897.....
William Borner.....	" .....	" 1898.....
Fred W. Belz.....	" .....	" 1897.....
James McCrea.....	Pittsburgh, Pa.....	" 1898.....

## QUINCY, OMAHA &amp; KANSAS CITY RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, Trustee.....	Theodore Gilman.....	New York, N. Y.....
President, Trustee.....	Ward W. Jacobs.....	Hartford, Conn.....
Agent for Trustees .....	J. M. Savin.....	Quincy, Ill.....
Auditor for Trustees.....	E. M. Gray.....	" .....
Cashier for Trustees.....	E. J. Parker.....	" .....
Superintendent.....	C. E. Soule.....	" .....
Superintendent of Telegraph.....	W. L. Moore.....	" .....
General Freight and Passenger Agent .....	F. W. Evott.....	" .....
Assistant General Freight Agent .....	C. H. Spencer.....	" .....
General Baggage Agent .....	H. L. Kline.....	" .....

## ROCK ISLAND &amp; PEORIA RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	R. R. Cable.....	Rock Island, Ill.....
First Vice-President.....	H. P. Cable.....	Davenport, Ia.....
Secretary.....	H. B. Sudlow.....	Rock Island, Ill.....
Treasurer.....	H. B. Sudlow.....	".....
Auditor.....	R. H. Hudson.....	".....
General Supt. and Supt. of Telegraph....	H. P. Greenough.....	".....
General Freight Agent.....	R. Stockhouse.....	".....
General Passenger Agent.....	R. Stockhouse.....	".....
General Ticket Agent.....	R. Stockhouse.....	".....
Agent in Illinois for transfer of stock....	H. B. Sudlow.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
R. R. Cable.....	Chicago, Ill.....	June, 1898.....
H. H. Porter.....	".....	" 1897.....
David Dows.....	New York, N. Y.....	" ".....
A. Kimball.....	Davenport, Ia.....	" ".....
G. W. Cable.....	".....	" 1898.....
H. B. Sudlow.....	Rock Island, Ill.....	" ".....
Phil Mitchell.....	".....	" ".....

## ST. LOUIS, ALTON &amp; TERRE HAUTE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office:
Chairman of the Board.....	George Foster Peabody..	New York, N. Y.....
President .....	George W. Parker.....	St. Louis, Mo.....
Secretary .....	Edward F. Leonard.....	Springfield, Ill.....
Treasurer.....	George W. Parker.....	St. Louis, Mo.....
Auditor.....	Henry T. Nash.....	" .....
General Manager.....	George W. Parker.....	" .....
Assistant General Manager .....	Clarence F. Parker .....	" .....
Superintendent.....	W. S. Wilson.....	Pinckneyville, Ill.....
Superintendent of Telegraph.....	W. S. Wilson.....	" .....
General Freight Agent.....	George E. Lary.....	St. Louis, Mo.....
Assistant General Freight Agent.....	E. F. Hilgard.....	" .....
General Passenger Agent.....	George E. Lary.....	" .....
Assistant General Ticket Agent.....	E. F. Hilgard.....	" .....
Assistant General Passenger Agent.....	E. F. Hilgard.....	" .....
General Baggage Agent.....	E. F. Hilgard.....	" .....
Agent in Illinois for transfer of stock....	Edward F. Leonard.....	Springfield, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. Bayard Cutting.....	New York, N. Y.....	October, 1896.....
George Foster Peabody.....	" .....	" .....
R. Fulton Cutting.....	" .....	" .....
Spencer Trask.....	" .....	" .....
George Barkley Moffet .....	" .....	" .....
George W. Parker.....	St. Louis, Mo.....	1897.....
Chas. B. Cole.....	Chester, Ill.....	" .....
William K. Murphy .....	Pinckneyville, Ill .....	" .....
F. M. Youngblood .....	Carbondale, Ill.....	" .....
William K. Ward.....	Benton, Ill.....	1898.....
Edward Abend .....	Belleville, Ill.....	" .....
P. F. Chapman.....	Vienna, Ill.....	" .....
W. W. Clemens.....	Marion, Ill.....	" .....

## BELLEVILLE &amp; CARONDELET RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	M. T. Stookey.....	Belleville, Ill.....
Secretary and Treasurer.....	Henry T. Nash.....	St. Louis, Mo.....
Agent in Illinois for transfer of stock....	E. F. Leonard.....	Springfield, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. T. Stookey.....	Belleville, Ill.....	October, 1896.....
E. F. Leonard.....	Springfield, Ill.....	".....
Edward Abend.....	Belleville, Ill.....	".....
George W. Parker.....	St. Louis, Mo.....	".....
C. F. Parker.....	".....	".....

## BELLEVILLE &amp; ELDORADO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	E. F. Leonard.....	Springfield, Ill.....
Secretary.....	Henry T. Nash.....	St. Louis, Mo.....
Treasurer.....	R. Fulton Cutting.....	New York, N. Y.....
Agent in Illinois for transfer of stock....	E. F. Leonard.....	Springfield, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. F. Leonard.....	Springfield, Ill.....	June, 1898.....
W. R. Ward.....	Benton, Ill.....	".....
W. K. Murphy.....	Pinckneyville, Ill.....	" 1896.....
W. S. Wilson.....	".....	" 1897.....
George W. Parker.....	St. Louis, Mo.....	" 1896.....
H. T. Nash.....	".....	".....
F. M. Youngblood.....	Carbondale, Ill.....	" 1897.....

## BELLEVILLE &amp; SOUTHERN ILLINOIS RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Thomas Denny.....	New York, N. Y.....
Vice President .....	R. Fulton Cutting.....	Peoria Ill.....
Secretary.....	E. F. Leonard.....	New York, N. Y.....
Assistant Secretary.....	H. A. Crosby.....	Springfield, Ill.....
Treasurer.....	Ed. M. Buckley.....	
Agent in Illinois for transfer of stock....	E. F. Leonard.....	

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Thomas Denny.....	New York, N. Y.....	June, 1896.....
E. F. Leonard.....	Peoria, Ill.....	".....
E. H. Perkins, Jr.....	New York, N. Y.....	".....
Charles Butler.....	".....	".....
Edwin M. Bulkley.....	".....	".....
R. Fulton Cutting.....	".....	".....
W. M. Kidder.....	".....	".....
Edward Oathant.....	".....	".....
Chas. J. Peabody.....	".....	".....

## CHICAGO, ST. LOUIS &amp; PADUCAH RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	William K. Murphy.....	Pinckneyville, Ill.....
Secretary.....	Henry T. Nash.....	St. Louis, Mo.....
Treasurer.....	Henry T. Nash.....	".....
Assistant Secretary.....	Henry A. Crosby.....	New York, N. Y.....
Agent in Illinois for transfer of stock....	E. F. Leonard.....	Springfield, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. K. Murphy.....	Pinckneyville, Ill.....	October, 1896.....
Geo. W. Parker.....	St. Louis, Mo.....	" 1896.....
W. R. Ward.....	Benton, Ill.....	" 1898.....
E. F. Leonard.....	Springfield, Ill.....	" 1898.....
C. F. Parker.....	St. Louis, Mo.....	" 1897.....
F. M. Youngblood.....	Carbondale, Ill.....	" 1897.....
H. T. Nash.....	St. Louis, Mo.....	" 1896.....

## ST. LOUIS SOUTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	E. F. Leonard.....	Peoria, Ill.....
Vice President .....	Chas. J. Peabody.....	New York City.....
Secretary.....	Henry T. Nash.....	St. Louis, Mo.....
Treasurer.....	H. A. Crosby.....	New York City.....
Assistant Secretary.....	H. A. Crosby.....	.....
Agent in Illinois for transfer of stock....	E. F. Leonard.....	Peoria, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. F. Leonard.....	Peoria, Ill.....	1st Tuesday in Sept., 1898
W. S. Wilson.....	Pineknayville, Ill.....	" " 1897
W. K. Murphy.....	" ".....	" " 1897
Samuel T. Brush.....	Carbondale, Ill.....	" " 1896
Chas. J. Peabody.....	New York City.....	" " 1898
Henry A. Crosby.....	" ".....	" " 1898
C. H. Bosworth.....	Springfield, Ill.....	" " 1896

## CARBONDALE &amp; SHAWNEETOWN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	E. F. Leonard.....	Peoria, Ill.....
First Vice President. ....	Charles J. Peabody.....	New York City.....
Secretary .....	Henry T. Nash.....	St. Louis, Mo.....
Treasnrer .....	Henry A. Crosby.....	New York City.....
Assistant Secretary.....	Henry A. Crosby.....	.....
Agent in Illinois for transfer of stock....	E. F. Leonard.....	Peoria, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. F. Leonard.....	Peoria, Ill.....	October, 1898
W. K. Murphy.....	Pineknayville, Ill.....	" " 1897
W. S. Wilson.....	" ".....	" " 1897
C. H. Bosworth.....	Springfield, Ill.....	" " 1896
S. T. Brush.....	Carbondale, Ill.....	" " 1896
Chas. J. Peabody.....	New York City.....	" " 1898
H. A. Crosby.....	" ".....	" " 1898

## ST. LOUIS, BELLEVILLE &amp; SOUTHERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	E. H. Gary.....	St. Louis.....
Secretary and treasurer.....	W. J. Karner.....	.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel H. Leathe.....	St. Louis.....	.....
E. H. Gary.....	..	.....
W. J. Karner.....	..	.....
C. D. Clark.....	..	.....
W. H. Wakelee.....	..	.....

## ST. LOUIS, CHICAGO &amp; ST. PAUL RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Receivers.....	( Jos. Dickson..... ( Chas. E. Kimball.....	St. Louis, Mo.....
President.....	.....	New York, N. Y.....
First Vice President.....	Joseph Dickson.....	St. Louis, Mo.....
Secretary.....	Eleineious Smith.....	.....
Treasurer.....	Chas. E. Kimball.....	New York, N. Y.....
General Solicitor.....	Eleineious Smith.....	St. Louis, Mo.....
Auditor.....	Ralph Blaisden.....	.....
General Superintendent.....	W. S. Cook.....	Springfield, Ill.....
Superintendent Car Service.....	D. C. Frederick.....	.....
Superintendent of Telegraph.....	N. L. Judd.....	..
Assistant General Freight Agent.....	C. W. Galligan.....	St. Louis, Mo.....
Assistant General Passenger Agent.....	Ea. Williams.....	.....
Master Mechanic.....	W. E. Killen.....	Jerseyville, Ill.....
Traffic Manager.....	H. W. Gays.....	St. Louis, Mo.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Chas. E. Kimball.....	New York City.....	.....
Joseph Dickson.....	St. Louis, Mo.....	.....
Eleineious Smith.....	.....	.....
B. F. Johnston.....	St. Elmo, Ill.....	.....
C. L. Whitney.....	East St. Louis, Ill.....	.....



ST. LOUIS, INDIANAPOLIS & EASTERN RAILWAY COMPANY.  
OPERATING AND OWNING INDIANA & ILLINOIS SOUTHERN RAILROAD.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Wm. H. Alley .....	Chicago, Ill. ....
Vice President .....	John B. Lyon.....	" .....
Treasurer.....	John L. Stockton .....	" .....
Auditor .....	C. R. Hinkle.....	Sullivan, Ind. ....
General Manager.....	P. H. Blue.....	" .....
General Freight Agent .....	F. E. Basler.....	" .....
Superintendent of Telegraph.....	P. H. Blue.....	" .....
Master Mechanic.....	M. E. Hotchkiss.....	Palestine, Ill. ....
Road Master.....	D. Haskins.....	Sullivan, Ind. ....
Agent in Illinois for transfer of stock....	Wm. H. Alley .....	Chicago, Ill. ....
General Passenger Agent .....	F. E. Basler.....	Sullivan, Ind. ....
Assistant Auditor.....	M. D. Crawley.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. T. Harahan.....	Chicago, Ill. ....	January 2, 1899.....
John Dunn.....	" .....	" .....
John L. Stockton.....	" .....	" 1897.....
Wm. H. Alley.....	" .....	" 1898.....
John B. Lyon.....	" .....	" .....
P. H. Blue.....	Sullivan, Ind. ....	" .....
John T. Hays.....	" .....	" 1899.....
D. N. Ross .....	" .....	" 1897.....
W. G. Bruen.....	Chicago, Ill. ....	" .....

## ST. LOUIS &amp; EASTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Wm. E. Guy .....	St. Louis, Mo. ....
President .....	.. ..	.. ..
Secretary .....	A. J. Moorshead .....	.. ..
Treasurer .....	J. C. Howe .....	.. ..
Auditor .....	.. ..	.. ..
Chief Engineer .....	Robert Moore .....	.. ..
Superintendent .....	L. S. Graves .....	.. ..
Freight Agent .....	.. ..	.. ..
Passenger Agent .....	.. ..	.. ..
Agent in Illinois for transfer of stock....	J. L. Clifford .....	Glen Carbon, Ill. ....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. E. Guy .....	St. Louis, Mo. ....	January 13, 1898. ....
W. F. Niedringhaus .....	.. ..	1897. ....
Charles Valier .....	Greenville, Ill. ....	.. ..
J. S. Brewer .....	Chicago, Ill. ....	1896. ....
H. R. Durkee .....	.. ..	.. ..
Geo. O. Carpenter, Jr. ....	St. Louis, Mo. ....	.. ..
Louis Kolb .....	Marine, Ill. ....	1898. ....
E. W. Guy .....	Belleville, Ill. ....	1897. ....
C. D. McLure .....	St. Louis, Mo. ....	1898. ....

## ST. LOUIS MERCHANTS' BRIDGE TERMINAL RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	C. C. Rainwater.....	St. Louis, Mo.....
Vice President.....	Edw. Walsh, Jr.....	".....
Secretary.....	H. D. Heuer.....	".....
Treasurer.....	F. C. Doah.....	".....
General Attorney.....	John H. Overall.....	".....
Auditor.....	James Hanna.....	".....
General Manager.....	C. C. Rainwater.....	".....
Superintendent.....	Edw. Dunlap.....	".....
Superintendent of Telegraph.....	E. A. Chenery.....	".....
General Passenger and Ticket Agent.....	V. W. Fisher.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. C. Rainwater.....	St. Louis, Mo.....	November 14, 1896.....
C. P. McLure.....	".....	".....
L. M. Rumsey.....	".....	".....
D. R. Francis.....	".....	".....
John W. Bofinger.....	".....	".....
John J. Taussig.....	".....	".....
Edw. Walsh, Jr.....	".....	".....
J. H. Dieckmann.....	".....	".....
Wm. Duncan.....	".....	".....
L. D. Webster.....	".....	".....
H. D. Heuer.....	".....	".....

## ST. LOUIS &amp; PEORIA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Wm. E. Guy.....	St. Louis, Mo. ....
First Vice President. ....	Geo. O. Carpenter .....	" .....
Secretary and Treasurer.....	A. J. Moorshead.....	" .....
General Superintendent.....	L. S. Graves.....	" .....
General Freight Agent .....	" .....	" .....
General Passenger Agent .....	" .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. E. Guy .....	St. Louis, Mo.....	January, 1896.....
Geo. O. Carpenter, Jr .....	" .....	" .....
Chas. D. McLure .....	" .....	" .....
Wm. F. Niedringhaus.....	" .....	" 1897.....
G. E. Tainton.....	New York, N. Y.....	" .....
Louis Kolb.....	Marine, Ill.....	" .....
Chas. Valler .....	" .....	" 1898.....
E. W. Guy.....	Belleville, Ill.....	" .....
H. R. Durkee. ....	Chicago, Ill.....	" .....

## TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Julius Walsh.....	St. Louis, Mo.....
Secretary .....	James Hanna.....	St. Louis, Mo.....
Treasurer .....	A. H. Calef.....	New York, N. Y.....
General Attorney.....	M. F. Watts.....	St. Louis, Mo.....
Auditor.....	James Hanna.....	St. Louis, Mo.....
General Manager.....	E. P. Bryan.....	St. Louis, Mo.....
Chief Engineer.....	H. P. Taussig.....	St. Louis, Mo.....
Superintendent.....	Edw. Dunlap.....	St. Louis, Mo.....
Superintendent of Telegraph.....	E. A. Chenery.....	St. Louis, Mo.....
General Passenger Agent.....	V. W. Fisher.....	St. Louis, Mo.....
General Ticket Agent.....	.....	St. Louis, Mo.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term,
J. Ramsey, Jr.....	E. St. Louis, Ill.....	March 2, 1897.....
C. G. Warner.....	St. Louis, Mo.....	March 2, 1897.....
W. B. Doddridge.....	St. Louis, Mo.....	March 2, 1897.....
Julius S. Walsh.....	St. Louis, Mo.....	March 2, 1897.....
W. S. McChesney.....	St. Louis, Mo.....	March 2, 1897.....
W. W. Peabody.....	Cincinnati, O.....	March 2, 1897.....
E. F. Osborn.....	St. Louis, Mo.....	March 2, 1897.....

## ST. LOUIS BRIDGE COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Wm. Taussig.....	St. Louis, Mo.....
Vice President .....	Julius Walsh.....	" .....
Secretary.....	V. W. Fisher .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. Pierpont Morgan .....	New York, N. Y.....	March 2, 1896.....
Julius S. Walsh .....	St. Louis, Mo.....	" .....
Wm. Taussig .....	" .....	" .....
Thomas E. Tutt .....	" .....	" .....
V. W. Fisher.....	" .....	" .....

## TERRE HAUTE &amp; INDIANAPOLIS RAILROAD COMPANY.

## LESSEE OF ST. LOUIS, VANDALIA &amp; TERRE HAUTE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	James McCrea .....	Pittsburgh, Pa.....
First Vice President.....	Jas. J. Turner.....	St. Louis, Mo.....
Secretary .....	Geo. E. Farrington .....	Terre Haute, Ind.....
Treasurer .....	R. B. Thompson .....	" .....
General Attorney.....	T. J. Golden .....	St. Louis, Mo.....
Auditor .....	W. S. Roney .....	Terre Haute, Ind.....
General Manager.....	John G. Williams.....	" .....
Chief Engineer.....	A. J. Gibbons .....	" .....
Division Superintendent.....	Benj. McKeen.....	" .....
Division Superintendent.....	F. T. Hatch.....	Logansport, Ind.....
Division Superintendent.....	H. S. Miller .....	St. Louis, Mo.....
General Superintendent.....	W. K. Elliot.....	Terre Haute, Ind.....
Superintendent of Telegraph.....	A. M. Schroyer.....	Pittsburgh, Pa.....
General Freight Agent .....	N. W. Taylor.....	St. Louis, Mo.....
General Passenger Agent.....	E. A. Ford.....	" .....
Assistant General Passenger Agent.....	W. F. Brunner.....	" .....
General Baggage Agent.....	R. R. Bentley .....	Pittsburgh, Pa.....

## ST. LOUIS, VANDALIA &amp; TERRE HAUTE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	John E. Davidson .....	Pittsburgh, Pa.....
Vice President .....	James McCrea .....	" .....
Secretary .....	S. B. Liggett .....	" .....
Treasurer .....	T. H. B. McKnight .....	" .....
Assistant Secretary.....	C. D. Hoiles.....	Greenville, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John P. Green .....	Philadelphia, Pa.....	January 7, 1897.....
James McCrea.....	Pittsburgh, Pa.....	" .....
John E. Davidson .....	" .....	" .....
J. T. Brooks .....	" .....	" .....
Robert L. Dulaney.....	Marshall, Ill.....	" .....
E. O. Standard .....	St. Louis, Mo.....	" .....
A. G. Henry.....	Greenville, Ill.....	" .....
Chas. Seybt.....	Highland, Ill.....	" .....
J. S. Peers .....	Collinsville, Ill.....	" .....

## TERRE HAUTE &amp; INDIANAPOLIS RAILROAD.

OPERATING THE EAST ST. LOUIS &amp; CARONDELET RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	James McCrea.....	Pittsburgh, Pa.....
Vice President.....	James J. Turner.....	St. Louis, Mo.....
Secretary.....	Geo. E. Farrington.....	Terre Haute, Ind.....
Treasurer.....	Robert B. Thompson .....	" .....
Auditor.....	W. S. Roney.....	" .....
General Manager.....	J. J. Turner .....	St. Louis, Mo.....
Division Superintendent.....	A. C. Deane .....	Terre Haute, Ind.....
Division Superintendent.....	F. T. Hatch.....	Logansport, Ind.....
Division Superintendent.....	Benj. McKeen.....	Terre Haute, Ind.....
Superintendent of Telegraph.....	A. M. Schroyer.....	Pittsburgh, Pa.....
General Freight Agent.....	N. W. Taylor.....	St. Louis, Mo.....
General Passenger Agent.....	E. A. Ford.....	Pittsburgh, Pa.....
Assistant General Passenger Agent.....	W. F. Brunner .....	St. Louis, Mo.....
General Baggage Agent.....	R. R. Bentley .....	Pittsburgh, Pa.....
General Attorney.....	T. J. Golden.....	St. Louis, Mo .....

## EAST ST. LOUIS &amp; CARONDELET RAILWAY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	John E. Davidson .....	Pittsburgh, Pa. ....
Secretary .....	S. B. Liggett .....	" .....
Treasurer.....	T. H. B. McKnight.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. S. Peers .....	Collinsville, Ill. ....	February 20, 1897. ....
C. H. Seybt .....	Highland, Ill. ....	" .....
C. D. Hoiles .....	Greenville, Ill. ....	" .....
Abram McNeil .....	Pittsburgh, Pa. ....	" .....
H. J. Miller .....	St. Louis, Mo. ....	" .....
Joseph Wood .....	Pittsburgh, Pa. ....	" .....
John E. Davidson .....	" .....	" .....
W. R. McKeen .....	Terre Haute, Ind. ....	" .....
J. J. Brooks.....	Pittsburgh, Pa. ....	" .....

## TERRE HAUTE &amp; INDIANAPOLIS RAILROAD COMPANY.

## LESSEE TERRE HAUTE &amp; PEORIA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	James McCrear .....	Pittsburgh, Pa. ....
First Vice President .....	Jas. J. Turner .....	St. Louis, Mo. ....
Secretary.....	Geo. E. Farrington.....	Terre Haute, Ind. ....
Treasurer.....	R. B. Thompson.....	" .....
Auditor.....	W. S. Roney .....	" .....
General Manager.....	Jas. J. Turner .....	St. Louis, Mo. ....
General Superintendent.....	N. K. Elliott .....	Terre Haute, Ind. ....
Division Superintendent.....	A. C. Deane .....	" .....
Division Superintendent.....	F. T. Hatch .....	Logansport, Ind. ....
Division Superintendent.....	Benj. McKeen.....	Terre Haute, Ind. ....
Superintendent of Telegraph .....	A. M. Schroyer.....	" .....
General Freight Agent .....	N. W. Taylor.....	St. Louis, Mo. ....
General Passenger Agent.....	E. A. Ford .....	" .....
General Baggage Agent.....	R. R. Bentley.....	Pittsburgh, Pa. ....
Chief Engineer.....	F. T. Hatch .....	Terre Haute, Ind. ....
Assistant General Passenger Agent.....	W. F. Brunner .....	St. Louis, Mo. ....



## TERRE HAUTE &amp; PEORIA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	W. R. McKeen.....	Terre Haute, Ind.....
First Vice President.....	John G. Williams.....	".....
Secretary and Treasurer.....	Geo. E. Farrington.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. R. McKeen.....	Terre Haute, Ind.....	January 15, 1897.....
John G. Williams.....	".....	".....
Jos. E. Parrish.....	Paris, Ill.....	" 1895.....
Chas. O. Chestnut.....	".....	".....
Hugh Crea.....	Decatur, Ill.....	" 1897.....

## TOLEDO, PEORIA &amp; WESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	E. F. Leonard.....	Peoria, Ill.....
Secretary.....	E. D. Usner.....	".....
Treasurer.....	E. F. Leonard.....	".....
General Attorney.....	Walter S. Horton.....	".....
Auditor.....	E. D. Usner.....	".....
General Superintendent.....	E. N. Armstrong.....	".....
Superintendent of Telegraph.....	C. B. Plantz.....	".....
General Freight Agent.....	D. Mowat.....	".....
General Passenger Agent.....	E. N. Armstrong.....	".....
General Ticket Agent.....	E. N. Armstrong.....	".....
General Baggage Agent.....	E. N. Armstrong.....	".....
Agent in Illinois for transfer of stock....	E. D. Usner.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. F. Price.....	Galesburg, Ill.....	September, 1896.....
Franklin H. Head.....	Chicago, Ill.....	".....
E. F. Leonard.....	Springfield, Ill.....	".....
W. W. Baldwin.....	Burlington, Ia.....	" 1897.....
John Davidson.....	Pittsburgh, Pa.....	".....

## TOLEDO, ST. LOUIS &amp; KANSAS CITY RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Receiver .....	R. B. F. Pierce.....	Toledo, O.....
President.....	S. H. Kneeland .....	New York, N. Y.....
Secretary .....	M. L. Crowell .....	Toledo, O.....
Treasurer .....	J. L. Laidlaw.....	New York, N. Y.....
General Solicitor.....	Clarence Brown.....	Toledo, O.....
Auditor .....	D. D. Davis.....	" .....
General Superintendent.....	A. L. Mills.....	" .....
Division Superintendent.....	J. W. Sherwood.....	Frankfort, Ind.....
Division Superintendent.....	L. T. Westrich.....	St. Louis, Mo.....
Superintendent of M. P. & M.....	C. E. Walker.....	Frankfort, Ind.....
Superintendent of Car Service.....	S. H. Milne.....	Toledo, O.....
Superintendent of Telegraph.....	N. McKinnon .....	" .....
General Roadmaster.....	H. T. Porter.....	" .....
General Freight Agent.....	W. S. Weed.....	" .....
Assistant General Freight Agent.....	D. F. Jennings.....	St. Louis, Mo.....
General Passenger Agent.....	C. C. Jenkins.....	Toledo, O.....
Chief Surgeon.....	S. S. Thorne.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
R. G. Ingersoll.....	New York, N. Y.....	September, 1898.....
Clarence Brown.....	Toledo, O.....	" 1896.....
J. P. Morris.....	" .....	" 1897.....
Jos. O. Osgood.....	" .....	" 1898.....
Chas. Miller.....	Franklin, Pa.....	" .....
J. L. Laidlaw.....	New York, N. Y.....	" 1896.....
A. L. Mills .....	Toledo, O.....	" 1898.....
S. H. Kneeland.....	New York, N. Y.....	" 1897.....
J. S. Stout.....	" .....	" .....
L. K. Wilson.....	Trenton, N. J .....	" .....
F. J. Sawyer.....	Buffalo, N. Y.....	" 1896.....
M. L. Crowell.....	Toledo, O.....	" .....

## WABASH RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	O. D. Ashley .....	New York, N. Y. ....
President .....	O. D. Ashley .....	" .....
Vice President .....	Edgar T. Wells .....	" .....
Vice President .....	J. Ramsey, Jr. ....	St. Louis, Mo. ....
Secretary .....	J. C. Otteson .....	New York, N. Y. ....
Treasurer .....	T. L. O'Leary .....	St. Louis, Mo. ....
General Solicitor .....	Wells H. Blodgett .....	" .....
Auditor .....	D. B. Howard .....	" .....
Assistant Auditor .....	E. B. Pryor .....	" .....
General Manager .....	J. Ramsey, Jr. ....	" .....
Chief Engineer .....	W. S. Lincoln .....	" .....
General Superintendent .....	H. L. Magee .....	" .....
Division Superintendent .....	E. A. Gould .....	Peru, Ind. ....
Division Superintendent .....	J. L. Goodrich .....	Chicago, Ill. ....
Division Superintendent .....	W. A. Garrett .....	Moberly, Mo. ....
Superintendent of Telegraph .....	G. C. Kinsman .....	Decatur, Ill. ....
Traffic Manager, freight .....	M. Knight .....	St. Louis, Mo. ....
General Freight Agent .....	S. B. Knight .....	" .....
Assistant General Freight Agent .....	P. McCoyle .....	" .....
General Passenger and Ticket Agent .....	C. S. Crane .....	" .....
Assistant General Passenger Agent .....	H. V. P. Taylor .....	" .....
Assistant General Passenger Agent .....	H. V. P. Taylor .....	" .....
General Ticket Agent .....	C. S. Crane .....	" .....
Assistant General Ticket Agent .....	H. V. P. Taylor .....	" .....
General Baggage Agent .....	S. H. Overholt .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. D. Ashley .....	New York, N. Y. ....	2d Tuesday in Sept., 1895.
George J. Gould .....	" .....	" .....
Edgar T. Wells .....	" .....	" .....
Henry K. McHarg .....	" .....	" .....
C. J. Lawrence .....	" .....	" .....
S. C. Reynolds .....	Toledo, O. ....	" .....
Thomas H. Hubbard .....	New York City .....	" .....
John T. Terry .....	" .....	" .....
Russell Sage .....	" .....	" .....
Francis Pavy .....	London, England .....	" .....
C. C. McCrear .....	" .....	" .....
P. B. Wyckoff .....	New York, N. Y. ....	" .....
Edwin Gould .....	" .....	" .....

## WABASH, CHESTER &amp; WESTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Nathan Cole.....	St. Louis, Mo.....
Vice President.....	C. B. Cole.....	Chester, Ill.....
Secretary.....	H. C. Cole.....	".....
Treasurer.....	C. B. Cole.....	".....
Attorney.....	H. C. Horner.....	".....
Auditor.....	C. E. Kingsbury.....	".....
General Manager.....	C. B. Cole.....	".....
Superintendent.....	J. R. Hawkins.....	".....
General Freight Agent.....	C. E. Kingsbury.....	".....
General Passenger Agent.....	C. E. Kingsbury.....	".....
Agent in Illinois for transfer of stock....	N. C. Cole.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Nathan Cole.....	St. Louis, Mo.....	March, 1897.....
Charles B. Cole.....	Chester, Ill.....	" 1898.....
H. C. Cole.....	".....	" 1898.....
J. J. Morrison.....	".....	" 1896.....
George W. Evans.....	Mt. Vernon, Ill.....	".....

## CHICAGO &amp; WISCONSIN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Edwin H. Abbot.....	Boston, Mass.....
Secretary.....	Howard Morris.....	Milwaukee, Wis.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Edwin H. Abbot.....	Cambridge, Mass.....	April, 1897.....
Howard Morris.....	Milwaukee, Wis.....	".....
Henry S. Hawley.....	Chicago, Ill.....	".....
K. K. Knapp.....	".....	".....
Edward Shearson.....	".....	".....



## CHICAGO &amp; WESTERN INDIANA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
First Vice President & General Solicitor.	E. A. Bancroft .....	Chicago, Ill.....
President and General Manager.....	R. Thomas.....	" .....
Secretary and Auditor.....	M. J. Clark.....	" .....
Treasurer.....	John E. Murphy .....	" .....
Consulting Counsel.....	C. M. Osborn.....	" .....
Chief Engineer and General Roadmaster	F. C. Doran.....	" .....
Assistant Superintendent .....	J. M. Warner.....	" .....
Agent in Illinois for transfer of stock....	M. J. Clark, Secretary...	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. S. Lyford.....	Chicago, Ill.....	June, 1897.....
Jos. Ramsey .....	St. Louis, Mo.....	" .....
Chas. M. Hays.....	" .....	" .....
A. M. Tucker.....	Cleveland, O.....	" .....
W. H. McDoel.....	Chicago, Ill.....	" .....
D. B. Robinson .....	" .....	" .....



---

---

# APPENDIX.

---

---





## COMPLAINTS.

---

*No. 138.*


---

Joseph W. Vance and William S. Washburn, doing business under the name  
of the Egyptian Coal Company,

*v.*

Chicago, Paducah & Memphis Railroad Company.

---

Overcharge for Switching.

---

Opinion by GEORGE W. FITHIAN, *Commissioner*:

---

The complaint filed by the petitioners allege, among other things that on December 31st, 1894, the defendant switched for complainants from their mine known as the Spiller mine near Marion, to the Cairo Short Line Railroad, at Marion, Illinois, a distance of less than three miles, one car of coal and charged and collected from consignee therefor, the sum of five dollars. That said car was billed and shipped to W. B. Ward, at Metropolis, Illinois. Also on January 2, 1895, complainants shipped to said Ward, at Metropolis, Illinois, one other car of coal from their said mine, and another and different car of coal on the 31st of January, 1895; and on the 19th day of January, 1895, they shipped one car of coal to one J. R. Mayer, at Creal Springs, Illinois, and another car on the 5th day of February, 1895, to the same consignee; and on the 15th day of January, 1895, another car to complainants at Marion, Illinois, each of which cars were received by the said Chicago, Paducah & Memphis Railroad Company at said Spiller mine and switched by it to Marion, Illinois, a distance of less than three miles, and delivered to the Cairo Short Line Railroad Company for shipment to its destination, except the last mentioned car, which was delivered to complainants. That said coal mine is not a station on defendant's road, that said cars were billed from Marion, and that the said railroad company charged for hauling each of said cars a distance less than three miles, the sum of five dollars.

The evidence in this case shows that Spiller mine is located about two and one-fourth miles north of the junction of the Cairo Short Line and the Chicago, Paducah & Memphis Railroads, at Marion Illinois, and that it is not a station on the last named railroad. There is no station house or agent of said railroad company maintained at said Spiller mine, and the cars transported above were billed from Spiller mine to the junction of said railroads by the railroad agent of the Chicago, Paducah & Memphis Railroad Company, at Marion, Illinois.

The attempt was made by the railroad company to show that these cars were billed from Johnson City, a station on the defendant's road, to Marion.

but the Commission do not think that the evidence supports that contention. Rule 21 of this Commission fixes the maximum rate for switching loaded cars for distances not exceeding three miles at two dollars per car, and defines switching to be "the hauling of loaded cars from the station yards, side tracks, elevators or warehouses, to the junction of other railroads when not billed from stations on its own road to said junctions, and from junctions of other railroads to the stations, side tracks, elevators and warehouses situated on the tracks owned or controlled by the railroad company doing said switching; it is that transfer charge ordinarily made for removing loaded cars for short distances for which no regular waybill is made and which do not move between two regularly established stations on the same road." The contention of the railroad company is that the services performed in the matter complained of were not switching services, but were regular hauls for which they were entitled to charge the usual maximum rates.

The opinion of the Commission is that the service rendered was a switching service; that the distance was less than three miles, and that the railroad company was only entitled to charge two dollars per car, the maximum rate fixed by this board under rule 21 for switching cars. That the charge of five dollars per car collected by the railroad company was in excess of the rate fixed by this board, and was extortionate.

And the Commission further finds that the said Chicago, Paducah & Memphis Railroad Company, by collecting from the complainants a rate in excess of two dollars for each car, under the statute rendered itself guilty of extortion.

W. S. CANTELL.  
THOS. GAHAN.  
GEO. W. FITHIAN.

Dated January 7th, A. D. 1896.

Attest: \

J. W. YANTIS, *Secretary*.

## PETITION.

No. 139.

Petition of Millers' Association of Illinois,

v.

Railrad Companies in Illinois. Filed December 4th 1895.

*To the Honorable, the Board of Railroad and Warehouse Commissioners of the State of Illinois:*

We, the undersigned, a special committee appointed by the State Millers' Association of Illinois, respectfully represent to your honorable body, that the number of actual flouring mills in the State of Illinois is about seven hundred, said mills being generally distributed over the entire State; that their capacity is in the neighborhood of 75,000 barrels of flour per day; that the amount of capital invested in these properties is about \$13,000,000; that in the conduct of their business these millers pay out over thirty millions dollars yearly, and that it is to-day, even in its crippled condition, the largest industry in the State of Illinois.

With this preliminary reference to the extent and importance of the industry, we beg to submit for your consideration, these our complaints of certain discriminations and practices by the railroads of Illinois, in the matter of rates on flour; which discriminating rates and practices have compelled the closing down of many mills, the curtailment of the output of many more, the surrender in great part of our home market to the millers of other States to whose benefit these discriminations and practices inure, and such heavy impairment of the values of milling property in this State, as threatens if not remedied, the destruction of the milling industry of Illinois.

We represent, further, that for many months last year, and during the present year, the millers of this State have diligently sought, by a respectful presentation of their complaints, such as are hereinafter set forth, to induce the Illinois roads to abate the discriminations and practices complained of, and give them the relief from these oppressive and ruinous conditions which we are now compelled to ask at your hands.

It is not the purpose of the millers to antagonize or embarrass the railroads of this State by entering this formal complaint before the State Commission. They desired, and very much preferred to compass an arrest and discontinuance of these abuses through an appeal to the officials of the roads interested; and in line with this preference an appeal was made to them. Although two meetings were called by the roads last year to take the matters complained of under consideration, one meeting was a total failure on account of non-attendance of representatives of the roads, and at the other meeting there was but one representative of these roads present, except the agents at the city of Springfield, at which place the meeting was called, and nothing whatever was done.

Under these circumstances we come before you with the following allegations, and ask, at your hands, such remedial action as, under the law and in answer to our needs, you may be able and disposed to grant:

First—That the rates at present charged by the railway companies for the transportation of flour locally in the State of Illinois, are, in most cases, the maximum freight rates named in the Railroad & Warehouse Commissioners' schedule.

Second—That an association of railroads known as the "Western Freight Association," of which the following Illinois railroads, and as we believe, others are members: The Chicago, Burlington & Quincy; The Chicago, Burlington & Northern; The Chicago & Northwestern; The Chicago Great Western; The Chicago, Milwaukee & St. Paul; The Chicago, Rock Island & Pacific; The Illinois Central; the Iowa Central, and the Rock Island & Peoria, have issued and have now in force, a tariff of rates known as "Joint Tariff No. 205," which tariff, the millers are informed by various officials of Illinois roads, furnishes virtually the basis of rates from Minneapolis and other northwestern points to what are termed "group points" in the State of Illinois. That, taking these rates which are admittedly made by the initial roads at Minneapolis and St. Paul, the following railroads of Illinois, and other Illinois roads not here mentioned, have issued tariffs or have accepted tariffs issued by the initial roads, naming rates from these northwestern points on flour and wheat at all stations in the State of Illinois: The Iowa Central; The Illinois Central; The Peoria & Eastern (leased by the C., C., C. & St. L.); The Lake Erie & Western; The Terre Haute & Peoria (leased by the Vandalia); The Peoria, Decatur & Evansville; The Chicago, Peoria & St. Louis; The Chicago, Burlington & Quincy; The Chicago, Rock Island & Pacific; The Baltimore & Ohio Southwestern; The Toledo, Peoria & Western. Copies of these tariffs, so far as we have been able to obtain them, are filed herewith.

Third—That by reason of these rates on flour charged by the railroad companies as shown in the Joint Tariff of the "Western Freight Association," and in the tariff of the Illinois roads, either members of that association, or accepting the basis of rates fixed by said association, the product of the Minneapolis and other Minnesota mills is delivered to hundreds of Illinois points at rates of freight less than the maximum rates of the Illinois schedule in effect from Illinois milling points to the same Illinois points; and thus the millers of the northwest are enabled to reach Illinois territory over much longer distances, at lower rates than are charged Illinois millers who are practically driven from their home market, forced into idleness, or to seek trade in other and distant States to the east, and in foreign markets via the seaboard.

Fourth—That the "Western Freight Association" referred to, together with, or with the sanction of Illinois roads, accepting the basis of rates fixed by said association, have made without authority of law, a division or partition of the territory comprised within the limits of the State of Illinois, making application to all stations in one division of the State, a rate of 12½ cents a hundred on flour; to all stations in another division a rate of 15 cents a hundred; to another and a very large division a rate of 16 cents a hundred; to another and a very small division a rate of 17½ cents a hundred; to another division a rate of 18 cents a hundred, and to another division a rate of 20 cents a hundred; that said arbitrary division of the State, shown on map herewith marked "A", if made at the dictation of the initial roads at Minneapolis, which roads admittedly make the rates to all these divisions of the State of Illinois, is a most ingenious partition by powerful influences outside the State, to accomplish the capture of the home trade of the Illinois millers, and drive them out of business entirely, or to other States, or into the markets of the world. If, however, said partition was made by the Illinois roads, under shelter of the maximum rate of the Illinois schedule on local business, it is a voluntary surrender on their part of a home industry into the hands of an industry of like character in other States, which emphasizes all the more, the complaints of the millers of the State that are to follow.

Fifth—That while under the tariffs referred to, car-load flour is delivered over two Illinois roads if coming from Minneapolis or common points in Minnesota to hundreds of points in this State from four hundred to five hundred and fifty miles distant from Minneapolis, at a rate of 15 cents a hundred, under the present schedule of rates in Illinois, the charges to any Illinois miller for a car-load of flour to points in this State over two Illinois roads where the distances aggregate one hundred and thirty-five miles only, are over 15 cents a hundred.

Sixth—That while Minnesota flour in car-loads is hauled into this State, a distance of from four hundred to six hundred miles and delivered over two Illinois roads to hundreds of Illinois points named in these tariffs, at the rate of 16 cents a hundred, car-load flour from Illinois mills is charged under the Illinois schedule, the same or a higher rate for a distance of only one hundred and fifty miles; and that what is said herein, concerning the inequalities of rates on flour from the Northwest to 15 and 16-cent points as compared with rates charged by Illinois roads to the millers of this State, applies to those districts taking 17½, 18 or 20 cents.

Seventh—That Illinois roads are hauling car-load flour from Minneapolis and other Northwestern points to 15 and 16-cent rate points in this State, accepting as their division of the through rate for a haul of one hundred miles or more, 3 2-10 cents a hundred in some cases, whereas, for hauling car-load flour from Illinois mills an equal distance on the same roads, the maximum charge is on class "B" roads 9.36 cents a hundred, and on class "A" roads the maximum charge is 8.91 cents a hundred; and whereas, flour from Illinois mills that reaches these points over two Illinois roads must pay two locals, the sum of which for a distance of even twenty miles is three hundred per cent. higher than the cost to the Minneapolis miller of hauling a car-load of flour a distance of one hundred miles.

In this connection the millers of Illinois insist, that while it may be true as a rule, that divisions of through rates should not be the measure of local rates, when the discriminations between local and through rates tax an Illinois industry with charges from two hundred per cent. to three hundred per cent. higher than those accepted by Illinois roads on a like product from a neighboring State, and threaten the very life of the home industry, such rates are unreasonable, and warrant the millers of this State in asking remedial action at the hands of the State Commission.

Eighth—That Northwestern millers are permitted by some of the Illinois roads to bed their flour in cars with from one to two tons of bran or other mill feed which pays no freight, thus cheapening the flour from that section to the Illinois purchaser to the extent of from three to six dollars per car. This practice not only strengthens the competition the Illinois miller must meet on flour from the Northwest, but it destroys also his trade in bran. The Illinois millers do not allege that this permission is openly granted to the millers of the Northwest, by the Illinois roads, but they do say that agents of the mills in the Northwest refer to this practice as an inducement to the Illinois dealer in flour, and that when the attention of agents of Illinois roads has been directed to the practice, apparently no effort has been made to discontinue it, and the practice still goes on. They say further, that agents of roads whose attention has been called to the matter, excuse themselves from interference, on the ground that it is Inter-State business; an admission by implication, that any violation of rules that brings Inter-State business to the road, may properly be ignored, however disastrously such Inter-State competition may affect a home industry of like character.

Ninth—That it is the practice of some Illinois roads to permit flour from Minneapolis and the Northwest billed as car-load flour at car-load rates, to be distributed (when the car contains 25,000 pounds) at two points in Illinois by the payment of an additional 2 cents per hundred, thus creating a grievous discrimination against Illinois millers on flour in less than car-load lots, amounting as we are prepared to show, on hauls of sixty and sixty-five miles to \$6.50 a car, and for hauls of one hundred, and one hundred and five miles, to more than \$14.00 a car. And these differences against the Illinois millers



refer only to a haul on a single Illinois road; whereas, on two Illinois roads the difference would be so great as to entirely prohibit the shipment of Illinois flour in less than car-loads in competition with that from the Northwest.

Tenth—That a “milling in transit” rate is in force, established and permitted by the initial roads at Minneapolis and by the Illinois roads, under which, mills in Iowa located on the west bank of the Mississippi river may bring wheat in some cases a long distance through the state of Illinois, from Minneapolis and other Northwestern points, to their mills in Iowa, convert it into flour and ship it to any station in Illinois, except to certain stations on the Wabash, St. Louis & Pacific, and the Chicago & Alton roads, at the through rate on flour from Minneapolis to Illinois points; whereas, no Illinois mill can use Northwestern wheat on a “milling in transit” rate except the flour be marketed at points east of the Illinois-Indiana line, thus opening all stations in Illinois referred to, to Iowa mills on a “milling in transit” rate, while denying that character of rate to Illinois mills, unless the product is hauled past the homes of Illinois consumers, and marketed in other States or in foreign countries.

Eleventh—And finally we allege, that two leading railroads in this State claim that they have not only declined to accept the divisions accorded by the Northwestern lines on flour from that territory, but that they are forced to make and are making concessions from the maximum Illinois schedule to millers on their lines, in order that they may compete with Northwestern millers in Illinois.

It is not denied by the millers that such concessions are now and then made to favored millers, but the practice furnishes in itself the argument that if concessions from the Illinois schedule are absolutely necessary to protect the home miller, and no proper protection can be given the Illinois miller under present conditions without making reductions from the schedule rates, the situation as herein described cannot be ignored without sanctioning the “pernicious evil” of special rates so vigorously reprobated in the report of the Illinois Commission of 1881.

The millers disclaim any desire to seek rates that work an injustice to the railway interests of the State, believing that railway rates while being compensatory, should be so adjusted as not to work an injustice to any other business interests of the State, and in such manner as to allow the legitimate and proper business of the State to be done therein. They do claim, however, that when Illinois roads accept on flour from neighboring States, rates and divisions dictated, and in many instances forced by the officials of powerful initial roads controlling the distribution of a vast tonnage, which divisions are from 200 per cent. to 300 per cent. lower than the maximum rates applied on flour shipped locally, they are warranted in asking your interposition, to the end that our largest industry be not unreasonably taxed to provide revenues for Illinois roads which they fritter away in their struggle for Inter-State traffic; and for such relief and protection they will ever pray.

E. C. KREIDLE, *President*.  
D. S. SHELLABARGER,  
S. W. GIFT.

This case was set for hearing several times and postponed at request of petitioners and petition was finally withdrawn by petitioners with a statement that the differences had been amicably adjusted.

## EXTORTION IN CHARGE.

---

*Nos. 140-143 Inclusive.*

---

Complaint of Chicago Live Stock Exchange,

*v.*

Chicago & Northwestern; C. B. & Q.; C., R. I. & P., and C. W. & St. P.  
Railway Companies.

---

Extortion in Terminal Charge Made at Union Stock Yards, Chicago.

---

Filed December 11, 1895.

Answer filed December 24, 1895.

---

These cases were heard jointly at Chicago, January 13, 1896, and respondents found guilty as charged, and Attorney General directed to bring suits for the penalty.



## CROSSINGS.

---

THE CHICAGO & ALTON RAILROAD COMPANY, *Petitioners.*

*vs.*

THE ALTON RAILWAY AND ILLUMINATING COMPANY, *Respondents.*

---

Petition to Determine Place and Manner of Crossings.

---

Petition filed April 24, 1896.  
 Crossing viewed May 8th, 1896.  
 Answer filed May 8th, 1896.  
 Hearing at Springfield May 8th, 1896.  
 Opinion filed May 11th, 1896.

OPINION OF THE COMMISSION.

By W. S. Cantrall, *Chairman.*

This is a petition of the Chicago & Alton Railroad Company asking the Commission to prescribe the place where and the manner in which the respondent, the Alton Railway and Illuminating Company, may be permitted to cross with its track, the track of petitioner, in the city of Alton.

The petition avers that the petitioner is a railroad corporation organized and doing business under the laws of the State of Illinois, and owning and operating a railroad between the City of Chicago, in the State of Illinois, and the city of East St. Louis, in said State; that its main track runs through the city of Alton in the county of Madison, in said State; that it has legal authority from the said city of Alton to run its railroad and its several trains upon and over Piassa street in said city; that said street is 66 feet in width and 46 feet between the curbs; that the track of petitioner is 4 feet 8½ inches in width; that the cars of petitioner range in width from 10½ to 11 feet; that that portion of Piassa street between Second and Third streets, is at the foot of a very heavy grade amounting to 90 feet a mile rise, and that it is very difficult to draw trains of petitioner up said grade or to control them when coming down same; that the Alton Railway and Illuminating Company is a railroad corporation organized under the laws of the State of Illinois, and pretends to have a franchise from the city of Alton to construct and operate its line of railway from a point on Second street to a point on Third street in the city of Alton, along the east side of petitioner's track in Piassa street, and intends to build its track across the track of petitioner at the intersection of Third and Piassa streets, at the foot of said 90 foot grade; that said proposed crossing, if made, will be a very dangerous one to the lives and limbs of passengers and employes of both the petitioner and the Alton Railway and Illuminating Company, that such crossing, if made at the place and in the manner proposed by the said Alton Railway and Illuminating Company, will necessarily impede and endanger the travel or transportation upon petitioner's railroad.

Petitioner therefore objects to said company crossing its track at grade at the place so selected by it, and asks the Commission to prescribe the place where and manner in which said crossing shall be made, having due regard to the safety of life and property."

The respondent admits in its answer the organization of petitioner; that it owns and operates a railroad as averred; its occupancy of Piasa street by the authority of the city of Alton; the width of said street and the width of its cars, but denies that the grade on Piasa street between Second and Third streets is a heavy grade, and that it is very difficult to draw trains up said grade or to control them going down the same. Denies that it is a railroad corporation, but avers that it is organized under the general laws of the State of Illinois, and that the object of incorporation was and is to furnish electric light, heat and power and to maintain and operate electric street railways; that it has now in operation in the city of Alton two lines of electric railways, and that it has now in process of construction a third line extending from the city hall in the city of Alton to the village of North Alton; avers its authority by ordinance of said city to construct its line along and over Piasa street, Third street and other streets in said city; admits that it intends and proposes to build its said electric railway track on Piasa street along the east side of the track of the Chicago & Alton Railroad Company, and intends to cross said track of said Chicago & Alton Railroad Company at the intersection of Third and Piasa streets. Denies that said crossing will be a dangerous one either to employes or patrons of either company, and that the crossing would not injure the track of the petitioner. Denies that it intends to construct its crossing over the track of petitioner in such manner or place as will impede and endanger travel or transportation, but avers that said crossing will be at a proper and suitable place, and will be built and constructed in such manner as to be as little dangerous to life, limb or property, as any crossing could, would or might be, and that the crossing proposed by it will be proper and safe. Admits that it will be at grade but denies that there is any valid or legal objection to said crossing at grade, and that the petitioner has any right under the law and facts to make objection to said crossing. The respondent joins in the request of the petitioner that the Commission view the ground. Avers that the city council of the city of Alton having granted a franchise to it to lay and construct its tracks in Piasa street, it thereby acquired the right to cross the track of said petitioner; therefore the Railroad and Warehouse Commission has no jurisdiction to prevent said crossing at grade or to prescribe the place where said crossing should be.

The question of the jurisdiction of the Railroad and Warehouse Commission to hear and determine this case is raised by the answer of respondent. It is insisted that the respondent is not organized under the general railroad law, but that it is incorporated under the general corporation act; that paragraph 102, section 38, of chapter 114, R. S., and paragraph 133, section 2 of chapter 114, R. S., expressly excepts street railroads from the operation of the respective acts. This contention is not only tenable, but is correct, and if this proceeding was under either of the acts referred to, we would have no hesitancy in dismissing the petition, but this petition is brought under the act entitled "An act in relation to the crossing of one railway by another, and to prevent danger to life and property from grade crossings." Approved May 27, 1889; in force July 1, 1889," which provides, "that hereafter any railroad company desiring to cross with its track the main line of another railroad company, shall construct the crossing at such place and in such manner as will not unnecessarily impede or endanger the travel or transportation upon the railway so crossed. If, in any case, objection be made to the place or mode of crossing proposed by the company desiring the same, either party may apply to the Board of Railroad and Warehouse Commissioners, and it shall be their duty to view the ground and give all parties interested an opportunity to be heard. After full investigation, and with due regard to safety of life and property, said board shall give a decision prescribing the place where and the manner in which said crossing shall be made."

There is nothing in this act which excepts street railroads. The first question for our consideration is does the case fall within the provisions of this statute? In order to determine this we must ascertain whether or not the Alton Railway and Illuminating Company is a railroad company.

In 1859, the Supreme Court of Illinois in the case of *Moses et al. vs. P., F. W. & C. R. R. Co.*, 21 Ill. 523, in passing upon the right of the appellants to enjoin appellee from laying its tracks in Beach street, in the City of Chicago, uses this language: "Cars upon street railroads are now generally, if not universally propelled by horses, but who can say how long it will be before it will be found safe and profitable to propel them with steam or some other power besides horses? Should we say that this road should be enjoined, we could advance no reason for it which would not apply with equal force to street railroads."

Again in the case of the *City of Chicago vs. Evans et al.*, 24th Ill. 56, the Supreme Court in passing upon the right of horse railways to unite their roads and make running arrangements with each other (under the act of February 12, 1855,) says: "The act in terms applies to all railroads organized or incorporated under or which may be incorporated or organized under the authority of the laws of this State." This language is manifestly sufficiently comprehensive to embrace horse railways as well as railroads whose cars are propelled by steam or *other* power, as well as roads authorized to transport passengers and freight by other power. The language of the enactment embraces all roads then organized, as well as those which might afterwards become so, and the act makes no distinction or reservation as to the character of the railroad. The members of the General Assembly were fully aware that these various roads existed, and if any roads answering either description were not designed to be embraced they would, it appears to us, have limited the operation of the act so as to have excluded them. Horse city railways unquestionably fall within the description of the class of subjects of which they were legislating. They are in every sense of the term "railroads."

The Supreme Court of this State, in the case in 24th Ill. above cited, says that "Horse railroads are in every sense of the term 'railroads.'" That the language of the act of 1855 is sufficiently comprehensive to embrace horse railways as well as railroads whose cars are propelled by steam or other power. If this opinion states the law correctly, then a company owning or operating a street car line propelled by horses or by any other power is a railroad company, and as such is subject to the provisions of the act known as the Crossing Act, above cited, whether such street railroad is incorporated under the General Railroad Act or the General Corporation laws of this State. Having disposed of the question of jurisdiction, the next question is as to the proper place where, and manner in which, the crossing shall be made. There is little conflict in the evidence as to the facts. It is admitted by the respondents that all grade crossings are more or less dangerous, but in the absence of any evidence on this point experience teaches us that all grade crossings, whether of steam, cable, electric or horse railroads are fraught with danger even when protected by gates, bars or interlocking devices, and that however careful their management, may be collisions are not infrequent.

It is said that the ordinance throws around the proposed crossing at Third and Plaza streets all the safeguards which are necessary to protect the passengers of the respective roads, as well as their employes; but common experience has shown that howsoever strict may be the rules and regulations thrown around employes, and however much vigilance may for a time be used by them, that they have proven ineffectual to protect the lives of the passengers upon the respective roads and of the employes themselves. The employes becoming accustomed to the crossings, look upon them as common affairs and their vigilance is often relaxed and accidents occur. And, again, allowance must be made for the inattention and negligence of employes, howsoever carefully they may be selected and however stringent may be the rules under which they act. We know that they do relax in vigilance, and serious accidents occur therefrom; and it therefore becomes our duty, under the statute of this State, in so far as may be done, to put it out of the power of the employes to bring about accidents by negligence and omission of

care. The safeguards of the ordinance, we apprehend, would not prove efficient to prevent accidents at the proposed crossing. Yet there are conditions which practically preclude any other than grade crossings, and when such conditions exist, the only safeguard that can be employed is to reduce the danger to a minimum by requiring such safety devices as have been discovered. But it must be borne in mind that the ingenuity of man has not yet found any device that will absolutely prevent all danger at grade crossings. The nearest approach to it is to interlock such crossings. The conditions at the proposed crossing at Third and Piassa streets are of such a character that we feel that the danger of life would be greatly enhanced, for the reason that said crossing would be very near the foot of the 90-foot grade, and at a point where the evidence shows that the trains of the petitioner coming down this grade have, on different occasions, become unmanageable and have gotten beyond the control of the trainmen, and were stopped quite a distance south of Third street.

Another objection to this crossing, and an additional reason why it is a dangerous one, is that the motorman or conductor could not see a train or engine on petitioner's road approaching this crossing from the south but a very short distance, on account of a sharp curve in the petitioner's track just south of Second street. This last objection is obviated by the crossing prescribed by the Commission, as a good view of the petitioner's tracks can be had for about one-half mile north and several hundred feet south, so that the danger of a collision at this crossing is minimized as compared with the proposed crossing at Third street. It would be far better for both roads and for the public were the physical conditions such as to admit of an overhead crossing, but they are not; therefore we can only use the authority conferred on us by law to throw all the safeguards in our power around this crossing so the lives of passengers and employes may be protected. This we have done in prescribing the place and manner of this crossing. While it is true that interlocking it will impose on the respondent additional expense, yet a question of expense should not enter into the case where the lives of the public or the employes of the petitioner and respondent are involved.

For the reasons above stated we hold that the Commission has jurisdiction in this case to prescribe the place and manner of crossing.

It is therefore ordered by the Commission, that the respondent, the Alton Railway and Illuminating Company, have leave to cross with its track at grade the track of the Chicago & Alton Railroad Company at the intersection of Piassa street with Second street in the City of Alton.

It is further ordered that the crossing of tracks to be thus formed be protected by a system of interlocking signals to be agreed upon by the parties, with this Commission's approval, if the parties are able to agree. The cost of construction and the expense of maintenance of such device shall be paid for by the Alton Railway and Illuminating Company, as provided by statute, and it is further ordered by the Commission that the cost of the operation of said interlocking device, the said Alton Railway and Illuminating Company shall pay one-half, and said Chicago & Alton Railroad Company shall pay one-half. And, inasmuch as the statute only directs the Railroad and Warehouse Commission to prescribe by order a plan of the interlocking in case the parties are unable to agree, therefore it is further ordered that this petition be further held under consideration by the Commission pending the efforts of the petitioner and respondent to agree upon a plan of interlocking.

Adopted May 11th, A. D. 1896.

Attest:

W. S. CANTRELL  
GEO. W. FITHIAN,  
THOS. GAHAN,  
*Commissioners.*

J. W. YANTIS,

*Secretary.*



## Chicago &amp; Alton Railroad Company

*vs.*

## Alton Railway &amp; Illuminating Company.

---

Petition for the crossing of the said Alton Railway & Illuminating Company  
over the tracks of the Chicago & Alton Railroad  
Company in Alton, Illinois.

---

And now on this 29th day of May, 1896, come again the parties to the above entitled proceeding, upon the petition of the Alton Railway & Illuminating Company for a modification of the order heretofore made, to-wit: on the 11th of May, 1896, and the said cause coming on to be heard on said petition, and it appearing to the Commission that the parties hereto have reached an agreement as to the mode of protecting the crossings to be made by the Alton Railway and Illuminating Company over the tracks of the Chicago & Alton Railroad Company, and it appearing that the point hereinafter mentioned, to-wit: a point fifty-one (51) feet south of the property line of Second street, is less objectionable as a place of crossing than the point heretofore ordered, and it also appearing that the Chicago & Alton Railroad Company, while not waiving its objections to any crossings at grade, prefers that the crossing, if made at all, should be made at said point, fifty-one (51) feet south of the property line of Second street, it is, therefore, ordered and adjudged that the order of the 11th of May, A. D. 1896, be modified in respect of the place of crossing, and also in respect of the manner of protecting said crossing; and it is also ordered that the Alton Railway & Illuminating Company have permission to cross the tracks of the Chicago & Alton Railroad Company at grade at a point fifty-one (51) feet south of the south property line of Second street upon condition that the said Alton Railway & Illuminating Company protect said crossing by placing in their tracks the derailing device mentioned in the petition herein filed this day, and upon condition that it forever operate and maintain said protection in accordance with the petition herein made as follows: Said device shall be placed in the tracks of said Alton Railway & Illuminating Company, and of said company only, and it shall be placed on both sides of the track of the Chicago & Alton Railroad Company at a distance of fifty feet therefrom, and that said device shall be such as will keep the tracks of the Alton Railway & Illuminating Company open at all times except when a conductor or switchman of said Alton Railway & Illuminating Company shall close it for the purpose of making a crossing.

A plan of the place of crossing and a plan of the proposed crossing and derailing device are herewith filed and made a part of this order; and it is ordered that the said Alton Railway & Illuminating Company shall now and all times strictly comply with the same, and that the permission to cross the tracks of the Chicago & Alton Railroad Company at grade at the point aforesaid, be given upon that express condition.

(Signed.)

W. S. CANTRELL,  
THOMAS GAHAN.

Attest:

J. W. YANTIS, *Secretary*.

(SEAL.)

## INTERLOCKING.

Illinois Central Railroad Company, *Petitioner.*

*vs.*

Wabash, Chester & Western Railroad Company, *Respondent.*

Protection of Crossing at Tamaroa, Illinois.

At a session of the Railroad and Warehouse Commission of the State of Illinois, begun and held at Chicago, Illinois, on the 3d day of September, 1896—present, W. S. Cantrell and Thomas Gahan, Commissioners; J. W. Yantis, Secretary, and Dwight C. Morgan, Consulting Engineer—the final order and decision of said Commission was duly rendered.

Be it remembered, that at a special session of the Railroad and Warehouse Commission of the State of Illinois, begun and held on Thursday, September 3d, 1896—present, W. S. Cantrell and Thomas Gahan, Commissioners; J. W. Yantis, Secretary, and Dwight C. Morgan, Consulting Engineer—came on to be heard and determined the petition by the Illinois Central Railroad Company against the Wabash, Chester & Western Railroad Company for the protection by a system of interlocking appliances or devices of the railroad crossing at Tamaroa, Perry county, Illinois.

C. V. Gwin, Esq., attorney, and Mr. J. F. Wallace, chief engineer of the Illinois Central Railroad Company, appearing for said company.

H. C. Horner, Esq., attorney, and Mr. C. B. Cole, general manager of the Wabash, Chester & Western Railroad Company, appearing for said company.

And the Commission, after hearing the evidence of petitioner and respondent and the argument of counsel, took said case under advisement, leave being granted both petitioner and respondent to file brief and argument in twenty (20) days.

And afterwards, to-wit, on the twenty-fifth (25th) day of November, A. D. 1896, this cause coming on again to be heard,—there being present, W. S. Cantrell, Chairman; Thomas Gahan, Commissioner; J. W. Yantis, Secretary, and Dwight C. Morgan, Consulting Engineer—and it appearing to the Commission that the respondent had not filed any briefs or arguments, and the Commission being fully advised in the premises:

Doth find from the evidence that the public safety requires that the crossings formed at Tamaroa, Perry county, Illinois, by the tracks and side tracks of the Illinois Central Railroad Company and the Wabash, Chester & Western Railroad Company shall be protected and operated by a system of interlocking appliances or devices.

It is therefore ordered by the Commission, that the said companies, the Illinois Central Railroad Company and the Wabash, Chester & Western Railroad Company, shall forthwith proceed to protect said crossings of all the main tracks, side tracks and switches of the said railroad companies respectively, at Tamaroa, Perry county, Illinois, by a system of interlocking appli-

ances and devices of the kind and description, and at the places and in the manner set forth and shown upon the blue print drawing and plan for applying an interlocking plant and device at said crossings, heretofore filed with this Commission, and approved by the Consulting Engineer of this Commission, a copy of which said plan is attached hereto, and is hereby made a part of this order. And said system of interlocking appliances or devices shall be erected, maintained and operated in accordance with the rules, regulations and requirements heretofore adopted, and now in force by this Commission.

It is further ordered by the Commission that each of said companies shall pay one-half the entire cost and expense of erecting, constructing and putting the interlocking device in place ready for use, including the cost of the tower house, and all appliances, materials, work, labor and expense incidental to the full completion and equipment of said interlocking system.

It is further ordered by the Commission that each of said companies shall pay one-half the cost of maintenance, repair and complete operation of said interlocking device at said crossings, both day and night, including the wages of the day and night towerman and all other employes, and all expenses incidental to the full and complete operation of said interlocking system.

It is further ordered that said companies shall construct the said interlocking device, and have the same in order and ready for use, within ninety days from the date of this order.

And it is further ordered that this petition be further held under consideration by this Commission pending the efforts of the petitioner and respondent to agree upon the character and cost of the device to be installed under this order.

W. S. CANTRELL,  
THOMAS GAHAN,

*Commissioners.*

Dated this 25th day of November, A. D. 1896.

Attest:

J. W. YANTIS, *Secretary.*

---

---

# RAILROAD LAWS OF ILLINOIS.

---

---





## LAWS RELATING SPECIALLY TO RAILROADS.

Many requests have been made of the Commission for a copy of the law under which the Commission derives its authority. It not having heretofore been published separately, we have included the entire Chapter 114 of the Revised Statutes, entitled Railroads and Warehouses, in our Appendix which contains all the statutory enactments now in force.

### CHAPTER 114.

#### RAILROADS AND WAREHOUSES.

##### INCORPORATION OF RAILROAD COMPANIES.

###### SECTION.

1. Corporators.
2. Articles of incorporation—record of same.
3. Form of articles.
4. Corporate powers—seal—copy of articles—evidence.
5. Limit of charter—renewal.
6. By-laws recorded.
7. Office in this State.
8. Directors—their election, etc.—classification—vacancy.
9. Called meetings.
10. Annual or other statements—rate of interest—loans—removal of officers—access to books.
11. When directors not elected on the day, etc.
12. Officers—their duties.
13. Payment of subscription to capital stock.
14. Stock personalty—transfer of—use of funds.
15. Increase of capital stock—meetings—other business—record.
16. Liability of executor, etc.
17. Liability of stockholder.
18. Condemnation of property.
19. Acquiring material.
20. Laying out, constructing and using road—fix rates—borrow money.
21. What personal property.
22. Issue of stock and bonds limited.

###### SECTION.

23. Consolidation.
24. Annual report.
25. Power of Legislature.
26. Cumulative voting.
27. Rates when aid induced.
28. Limitation.
29. Repeal—saving—benefits of this act, etc.
30. Shall have public office—book with transfer of stock registered.
31. Fine for failure to comply.
32. Fines recovered in action of debt.
33. Duty of commissioners.
34. Fines to be used for county purposes.
35. Borrowing money by companies formed before March 1, 1872.
36. How concurrence of stockholders expressed.
37. Notice of meeting.
38. Resolution, etc., recorded.
39. What railroads may consolidate, and how.
40. Consolidation—when to take effect.
41. List of stockholders—rights saved.
42. Agreement for consolidation.
43. Emergency.
44. Operative contracts—property.
45. Connections.
46. Use of bridges.
47. Railroads in this State may purchase leased roads in adjoining states.
48. Repeal.
49. Power to own and use water craft.
50. Required to build and maintain depots.
51. Penalty.

## CONTRACTS FOR SALE OR LEASE OF RAILROAD OR STREET CAR EQUIP- MENT STOCK.

### SECTION.

52. Contract to be in writing.
53. Contract not to invalidate prior contract.
54. Repeal.

### RESIDENCE OF DIRECTORS.

55. Defines directors' residence.

### UNION DEPOTS.

56. Who may form corporation.
57. Articles of association.
58. Certificate of incorporation.
59. Corporate powers defined.
60. Election of directors—term of office.
61. No discrimination against or in favor of roads.

### FENCING AND OPERATING.

62. Fencing track.
63. Right of way clear of combustibles.
64. Allowing, etc., animals on right of way breaking fence, etc.
65. When company neglects to build or repair fences.
66. Adjoining owner may build and recover.
67. Boards at crossings.
68. Bell and whistle—crossings.
69. Killing stock—frightening team.
70. Starting train without signal.
71. Approaches at crossings.
72. Neglect to make, etc., crossings—notice.
73. When company neglects—authorities to construct, etc.
74. Company to pay expense and \$100.
75. Draw-bridge, railroad crossing, etc.—stop.
76. Penalty.
- 76a. Two or more railroads crossing each other on same level—requirements.
- 76b. Civil engineer to examine system, etc.—compensation.
77. Not to obstruct highway—stoning, etc., train.
78. Penalty.
79. Minors to keep off cars.
80. Railroad agent, etc., to make complaint.
81. Penalty.
82. Three preceding sections posted.
83. No freight, etc., cars behind passenger.
84. Must furnish cars, etc., and transport passengers and freight.
85. Depots to be kept open—penalty.
86. Texas cattle.
87. Speed through cities, etc.—damages.
88. Time of stop at stations.
89. Brakeman, etc., on passenger cars.

### SECTION.

90. Brakeman on freight cars.
91. Damages—penalty.
92. Checks or receipts for baggage.
93. Baggage smashing.
94. Putting off passenger.
95. Badge.
96. Common law liability not to be limited.
97. To furnish ax, saw, sledge, etc., for each car.
98. Couplings.
99. Flagmen—shelter.
100. Penalties.
101. "Corporation" defined.
102. Not to apply to street railroads.
103. Fires by locomotives.
104. Act takes effect.
105. Conductors to have police powers.
106. Ejection of passengers from train.
107. When passenger may be arrested.
108. Engineer not to abandon engine.
109. Persons obstructing business of railway punished by fine.
110. Conspiracy to impede business punished by fine.
111. Construction of act.
112. Railroad, steamboat, etc., owner to furnish certificate of authority to ticket agents.
113. Other persons not to sell tickets.
114. Penalty for violating.
115. Agent to exhibit certificate of authority.
116. Railroad, etc., owner to provide for redemption of tickets.
117. Penalty for failure to redeem tickets.

### RECEIVING, CARRYING AND DELIV- ERING GRAIN.

118. Receive and carry grain without distinction—weighing in—receipt—weighing out—shrinkage—damages—evidence—shortage.
119. Scales—weighing—penalties.
120. Delivery—penalty.
121. Right to change consignment.
122. Receiving on track—rights of owners saved.
123. Receipt and delivery at crossings.

### EXTORTION AND UNJUST DISCRIMI- NATION.

124. Extortion.
125. Unjust discrimination.
126. Evidence.
127. Penalties.
128. Proceedings to recover fines.
129. Damages.
130. Duties of railroad and warehouse commissioners.
131. Schedules.
132. Evidence—fines—practice.
133. "Railroad corporation" defined.

## WAREHOUSES.

## SECTION.

134. Classified.
135. "Classes" defined.
136. License.
137. Bond.
138. Penalty for doing business without license.
139. Not to discriminate—not to mix grade—receipts.
140. Manner of issuing receipts.
141. Canceling receipts.
142. Further of issuing and canceling receipts.
143. Not to limit liability.
144. Delivery of property.
145. Posting grain in store—statement to registrar—daily publication—cancelled receipts.
146. Chief inspector—his duties—assistant—chief's oath and bond—rules of inspection—charges—pay of inspectors and employees—appointment of registrar and his assistants—general supervision—pay, etc.—removal from office—expenses, how paid.
147. Rates of storage.
148. Loss by fire, heating—order of delivery—grain out of condition.
149. Tampering with grain stored—private bins—drying, cleaning, moving.
150. Examination of grain and scales—incorrect scales.
151. Grain must be inspected.
152. Assuming to act as inspector—misconduct of inspector—influencing.
153. Owner dissatisfied with inspection—his rights.
154. Combination.
155. Suits.
156. Warehouse receipts negotiable.
157. False receipts—fraudulent removal of grain.
158. Common law remedy saved.
159. Printed copy of act posted.
160. Repeal.
161. Commissioners to establish grades.
162. Committee of appeals.
163. Appeals—notice.
164. Fees.
165. Registered for collection—inspection fees.
166. Repeal.

## RAILROAD AND WAREHOUSE COMMISSIONERS.

167. Appointment—term of office.
168. Qualifications.
169. Oath—bond.
170. Compensation—secretary—office—expenses.

## SECTION.

171. Right to pass on trains, etc.
172. Report of railroads.
173. Additional inquiries.
174. Applies to officers of road.
175. Statement by warehousemen.
176. Report of commissioners—examinations
177. Examinations of railroads and warehouses—suits.
- 177a. When board to investigate cause of accident on railroad—bridge, etc., out of repair—mandamus—proceedings by attorney general.
178. Cancellation of warehouse licenses.
179. Power to examine books, etc.
180. May examine witnesses, etc.
181. Penalty against witnesses.
182. Penalty against railroad companies, etc.
183. Attorney general and state's attorney to prosecute.
184. In name of people—pay *qui tam* actions
185. Rights of individuals saved.
- 185a. Seal—records—how authenticated.
186. Weighmaster—appointment of.
187. Duties of.
188. Fix fees.
189. Weighmaster—qualifications—bond—compensation.
190. May adopt rules.
191. Neglect of duty—penalty.

## WEIGHING GRAIN IN BULK.

192. Road receiving for transportation shall furnish suitable appliances for weighing, etc.
193. Where original ear runs through without transfer.
194. Liability of railroad company for neglect or failure—proceedings.
195. Penalty, how recovered.

## TO INCREASE POWERS OF RAILROAD CORPORATIONS.

196. Consolidation of railroad corporations.
197. Consolidated company—body corporate—powers of—Illinois Central.

## ACTS OF 1889.

198. Drawback check—redemption of.
199. The term "railroad corporation."
200. Removal of journal bearings, etc.—penalty.

## RELOCATION OF RAILROAD TO RUN THROUGH COUNTY SEAT.

201. Relocation of railroad—county seat.
202. Relocation—running trains—main line—depot.
203. Accepting provisions of act—to maintain depot, etc.
204. Power of corporation making change—condemnation.

## RAILROAD CROSSINGS.

## SECTION.

205. The crossing of one railroad by another.
206. Expense of construction of crossing.
207. Protecting crossings—interlocking or other safety devices.
208. Where grade crossing dangerous—power of Commission—petition.

## SECTION.

209. Commission to hear petition—interlocking signals, etc.—cost.
210. Commission to inspect plant—may issue permit to run crossing without stopping.
211. Penalty for not complying with order.
212. Expenses—how paid
213. What a crossing within meaning of act.

## INCORPORATION OF RAILROAD COMPANIES.

AN ACT to provide for the incorporation of associations that may be organized for the purpose of constructing railways, maintaining and operating the same; for prescribing and defining the duties and limiting the powers of such corporations when so organized; and authorizing the same and all railroad companies of this State to own and hold the stock and securities of railroad companies of other states owning connecting lines. As amended by act approved June 2, 1891, in force July 1, 1891.

**1. CORPORATORS.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That any number of persons, not less than five may become an incorporated company for the purpose of constructing and operating any railroad in this State, and that any and all railroads or transportation companies authorized to be incorporated and transact business in this State by virtue of this act, shall be and they are hereby authorized and empowered to purchase, own, operate and maintain any railroad sold or transferred under order or powers of sale or decree of, or sale under foreclosure of mortgage or deed of trust, and corporations heretofore organized under the provisions of the act hereby amended, their successors or assigns, shall have and possess all the powers and privileges conferred by this act. [As amended by act approved May 11, 1877. In force July 1, 1877. L. 1877, p. 143.

**2. ARTICLES OF INCORPORATION—RECORD OF SAME.]** § 2. Such persons shall organize by adopting and signing articles of incorporation, which shall be recorded in the office of the recorder of deeds in each county through or into which such railway is proposed to be run, and in the office of the Secretary of State. [See § 6, 15.

**3. FORM OF ARTICLES.]** § 3. Such articles shall contain:

*First*—The name of the proposed corporation.

*Second*—The places from and to which it is intended to construct the proposed railway.

*Third*—The place at which shall be established and maintained the principal business office of such proposed corporation.

*Fourth*—The time of the commencement and the period of the continuance of such proposed corporation.

*Fifth*—The amount of the capital stock of such corporation.

*Sixth*—The names and places of residence of the several persons forming the association for incorporation.

*Seventh*—The names of the members of the first board of directors, and in what officers or persons the government of the proposed corporation and the management of its affairs shall be vested.

*Eighth*—The number and amount of shares in the capital stock of such proposed corporation.

**4. CORPORATE POWERS—SEAL—COPY OF ARTICLES—EVIDENCE.]** § 4. When the articles shall have been filed and recorded as aforesaid, the persons named as corporators therein shall thereupon become and be deemed a body corporate, and shall thereupon be authorized to proceed to carry into effect the objects set forth in such articles, in accordance with the provisions of

this act. As such body corporate they shall have succession, and in their corporate name may sue and be sued, plead and be impleaded. The said corporation may have and use a common seal, which it may alter at pleasure; may declare the interests of its stockholders transferable, establish by-laws, and make all rules and regulations deemed necessary for the management of its affairs in accordance with law. A copy of any articles or incorporations filed and recorded in pursuance with this act, or of the record thereof, and certified to be a copy by the Secretary of State, or his deputy, shall be presumptive evidence of the incorporation of such company and of the facts therein stated.

**5. LIMIT OF CHARTER—RENEWAL.]** § 5. No such corporation shall be formed to continue more than fifty years in the first instance, but such corporation may be renewed from time to time, in such manner as may be provided by law, for periods not longer than fifty years: *Provided*, that three-fourths of the votes cast at any regular election for that purpose shall be in favor of such renewal, and those desiring a renewal shall purchase the stock of those opposed thereto at its current value.

**6. BY-LAWS RECORDED.]** § 6. A copy of the by-laws of the corporation, duly certified, shall be recorded as provided for the recording of the articles of association in section 2 of this act; and all amendments and additions thereto, duly certified, shall also be recorded as herein provided, within ninety days after the adoption thereof.

**7. OFFICE IN THIS STATE.]** § 7. Every such corporation organized under the provisions of this act shall have and maintain a public office or place in this State for the transaction of its business, where transfers of all its stock shall be made, and in which shall be kept for public inspection books, wherein shall be recorded the amount of capital stock subscribed and by whom, the names of the owners of its stock, the number of shares held by each person, and the number by which each of said shares is respectively designated, and the amounts owned by them respectively, the amount of stock paid in, and by whom, the transfers of said stock, the amount of its assets and liabilities, and the names and places of residence of all its officers. [See Const., art 11, § 9.

**8. DIRECTORS—THEIR ELECTION AND CLASSIFICATION—VACANCY.]** § 8. All the corporate powers of every such corporation shall be vested in and be exercised by a board of directors, who shall be stockholders of the corporation, and shall be elected at the annual meetings of stockholders at the public office of such corporation within this State. The number of such directors, the manner of their election, and the mode of filling vacancies, shall be specified in the by-laws, and shall not be changed except at the annual meetings of the stockholders. The first board of directors shall classify themselves by lot in such manner that there shall be, as nearly as practicable, three directors in each class. Those belonging to the first class shall go out of office at the end of one year, those of the second class at the end of two years, and in like manner those of each class shall go out of office at the expiration of a number of years corresponding to the number of his class; and all vacancies occurring by reason of expiration of term shall be filled by election for a term of years equal to the number of classes. [See § 11, 26.

**9. CALLED MEETINGS.]** § 9. A meeting may be called at any time during the interval between such annual meetings, by the directors, or by the stockholders owning not less than one-fourth of the stock, by giving thirty days' public notice of the time and place of such meeting in some newspaper published in each county through or into which the said railway shall run, or be intended to run, provided there be a newspaper published in each of the counties aforesaid; and if, at any such special meeting so called, a majority in value of the stockholders equal to two-thirds of the stock of such corporation, shall not be represented in person or by proxy, such meeting shall be adjourned from day to day, not exceeding three days, without transacting any business; and if, within said three days, two-thirds in value of such stock shall not be represented at such meeting, then the meeting shall be adjourned, and a new call may be given and notified as hereinbefore provided. [See § 15,



**10. ANNUAL AND OTHER STATEMENTS.]** § 10. At the regular annual meeting of the stockholders of any corporation organized under the provisions of this act, it shall be the duty of the president and directors to exhibit a full, distinct and accurate statement of the affairs of the said corporation; and at any meeting of the stockholders, or a majority of those present (in person or by proxy,) may require similar statements from the president and directors, whose duty it shall be to furnish such statements when required in manner aforesaid.

**RATE OF INTEREST—LOANS.]** And at all general meetings of the stockholders, a majority in value of the stockholders of any such corporation may fix the rates of interest which shall be paid by the corporation for loans for the construction of such railway and its appendages, and the amount of such loans.

**REMOVAL OF OFFICERS.]** At any special meeting, by a two-thirds vote in value of all the stock, such stockholders may remove any president, director or other officer of such corporation, and elect others instead of those so removed.

**ACCESS TO BOOKS.]** All stockholders shall, at all reasonable hours, have access to and may examine all the books, records and papers of such corporation.

**11. WHEN DIRECTORS NOT ELECTED ON THE DAY, ETC.)** § 11. In case it shall happen, at any time, that an election of directors shall not be made on the day designated by the by-laws of such corporation for that purpose, the corporation, for such cause, shall not be dissolved, if within ninety days thereafter the stockholders shall meet and hold an election for directors in such manner as shall be provided by the by-laws of such corporation: *Provided*, that it shall require a majority in value of the stock of such corporation to elect any member of such board of directors, and a majority of such board of directors shall be citizens and residents of this State.

**12. OFFICERS—THEIR DUTIES.]** § 12. There shall be a president of such corporation, who shall be chosen by and from the board of directors, and such other subordinate officers as such corporation, by its by-laws, may designate, who may be elected or appointed, and shall perform such duties and be required to give such security for the faithful performance thereof as such corporation, by its by-laws, shall require, provided that it shall require a majority of the directors to elect or appoint any officer.

**13. PAYMENT OF SUBSCRIPTIONS TO CAPITAL STOCK.]** § 13. The directors of such corporation may require the subscribers to the capital stock of such corporation to pay the amount by them respectively subscribed, in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment as required by a resolution or order of such board of directors, the said board shall be authorized to declare such stock and all previous payments thereon forfeited for the use of the corporation; but the said board of directors shall not declare such stock so forfeited until they shall have caused a notice in writing to be served on such stockholder personally, or by depositing the same in a post office, properly directed to the post office address of such stockholder, or if he be dead, to his legal representatives, with necessary postage for its transmittal properly prepaid, stating therein that in accordance with such resolution, or order, he is requested to make such payment, at a time and place and in the manner to be specified in such notice, and that if he fails to make the same in the manner requested, his stock and all previous payments thereon will be forfeited for the use of such corporation, and thereafter such corporation, should default in payment be made, may sell the same and issue new certificates of stock therefor: *Provided*, that the notice as aforesaid shall be personally served or duly deposited, as above required, at least sixty days previous to the day on which such payment is required to be made.

**14. STOCK PERSONALTY—TRANSFER OF—USE OF FUNDS.]** § 14. The stock of such corporation shall be deemed personal estate and shall be transferable in the manner prescribed by the by-laws of such corporation. But no shares shall be transferable until all previous calls thereon shall have been

paid; and it shall not be lawful for such corporation to use any of the funds thereof in the purchase of its own stock, or that of any other corporation, or to loan any of its funds to any director or other officer thereof, or to permit them or any of them to use the same for any other than the legitimate purposes of such corporation: *Provided, however*, that any railroad company incorporated and organized or that may hereafter be incorporated or organized under any general or special law of this State, and operating a railroad which now connects or hereafter may connect at any point with any railroad of any other state, shall have power, acting by itself, or jointly with another company or companies, to own and hold the stock and securities of the corporation owning said connecting road, or any part thereof; such ownership or holding to comprise at least two-thirds in amount of the stock of such corporation; but in case of the purchase of stock the company or companies so purchasing shall take and pay for all the shares of the company whose stock is so purchased that may be offered, and the terms of purchase of all shares shall be the same to all stockholders. [As amended by act approved June 2, 1891. In force July 1, 1891. L. 1891, p. 185.]

**15. INCREASE OF CAPITAL STOCK—MEETINGS—OTHER BUSINESS.]** § 15. In case the capital stock of any such corporation shall be found insufficient for constructing and operating its road, such corporation may, with the concurrence of two-thirds in value of all its stock, increase its capital stock, from time to time, to any amount required for the purpose aforesaid. Such increase shall be sanctioned by a vote in person or by proxy, of two-thirds in amount of all the stock of such corporation, at a meeting of such stockholders called by the directors of the corporation for such purpose, by giving notice in writing to each stockholder, to be served personally or by depositing the same in a post office directed to the post office address of each of said stockholders severally, with necessary postage for the transmittal of the same, prepaid, at least sixty days prior to the day appointed for such meeting, and by advertising the same in some newspaper published in each county through or into which the said road shall run or be intended to run (if any newspaper shall be published therein), at least sixty days prior to the day appointed for such meeting. Such notice shall state the time and place of the meeting, the object thereof, and the amount to which it is proposed to increase such capital stock, and at such meeting the corporate stock of such corporation may be so increased, by a vote of two-thirds in amount of the corporate stock of such corporation, to an amount not exceeding the amount mentioned in the notices so given. Should the directors of any such corporation desire at any time to call a special meeting of the stockholders, for any other necessary purpose, the same may be done in the manner in this section provided, and if such meeting be attended by the owners of two-thirds in amount of the stock, in person or by proxy, any other necessary business of such corporation may be then transacted, except the altering, amending or adding to the by-laws of such corporation: *Provided*, such business shall have been specified in the notices given. And the proceedings of any such meeting shall be entered on the journal of the proceedings of such corporation. Every order or resolution increasing capital stock of any such corporation, shall be duly recorded as required in section 2 of this act.

**16. LIABILITY OF EXECUTOR, ETC.]** § 15½. No person holding stock in any such corporation as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholders of such corporation; but the person pledging the stock shall be considered as holding the same, and shall be liable as stockholder accordingly.

**17. LIABILITY OF STOCKHOLDER.]** § 16. Each stockholder of any corporation formed under the provisions of this act, shall be held individually liable to the creditors of such corporation to an amount not exceeding the amount unpaid on the stock held by him, for any and all debts and liabilities of such corporation, until the whole amount of the capital stock of such corporation so held by him shall have been paid.

**18. CONDEMNATION OF PROPERTY.]** § 17. If any such corporation shall be unable to agree with the owner for the purchase of any real estate required for the purposes of its incorporation, or the transaction of its business,



or for its depots, station buildings, machine and repair shops, or for right of way or any other lawful purpose connected with or necessary to the building, operating or running of said road, such corporation may acquire such title in the manner that may be now or hereafter provided for by any law of eminent domain.

**19. ACQUIRING MATERIAL.]** § 18. Any such corporation may, by their agents and employes, enter upon and take from any land adjacent to its road, earth, gravel, stone, or other materials, except fuel and wood, necessary for the construction of such railway, paying, if the owner of such land and the said corporation can agree thereto, the value of such material taken and the amount of damage occasioned thereby to any such land or its appurtenances; and if such owner and corporation can not agree, then the value of such material, and the damage occasioned to such real estate, may be ascertained, determined and paid in the manner that may now or hereafter be provided by any law of eminent domain, but the value of such materials, and the damages to such real estate, shall be ascertained, determined and paid for before such corporation can enter upon or take the same.

**20. LAYING OUT, CONSTRUCTING AND USING ROADS—FIX RATES—BORROW MONEY.]** § 19. Every corporation formed under this act shall, in addition to the powers hereinbefore conferred, have power:

*First*—To cause such examination and survey for its proposed railway to be made as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers, agents or servants, may enter upon the lands or waters of any person or corporation, but subject to responsibility for all damages which shall be occasioned thereby.

*Second*—To take and hold such voluntary grants of real estate and other property as shall be made to it, in aid of the construction and use of its railway, and to convey the same when no longer required for the uses of such railway, not incompatible with the terms of the original grant.

*Third*—To purchase, hold and use all such real estate and other property as may be necessary for the construction and use of its railway, and the stations and other accommodations necessary to accomplish the object of its incorporation, and to convey the same when no longer required for the use of such railway.

*Fourth*—To lay out its road, not exceeding one hundred feet in width, and to construct the same; and for the purpose of cuttings and embankments, to take as much more land as may be necessary for the proper construction and security of the railway; and to cut down any standing trees that may be in danger of falling upon or obstructing the railway, making compensation therefor in manner provided by law.

*Fifth*—To construct its railway across, along or upon any stream of water, water-course, street, highway, plank road, turnpike or canal, which the route of such railway shall intersect or touch: but such corporation shall restore the stream, water-course, street, highway, plank road and turnpike thus intersected or touched, to its former state, or to such state as not unnecessarily to have impaired its usefulness, and keep such crossing in repair: *Provided*, that in no case shall any railroad company construct a roadbed without first constructing the necessary culverts or sluices, as the natural lay of the land requires for the necessary drainage thereof. Nothing in this act contained shall be construed to authorize the erection of any bridge, or any other obstruction, across or over any stream navigated by steamboats, at the place where any bridge or other obstructions may be proposed to be placed, so as to prevent the navigation of such stream; nor to authorize the construction of any railroad upon or across any street in any city, or incorporated town or village, without the assent of the corporation of such city, town or village: *Provided*, that in case of the constructing of said railway along highways, plank roads, turnpikes or canals, such railway shall either first obtain the consent of the lawful authorities having control or jurisdiction of the same, or condemn the same under the provisions of any eminent domain law now or hereafter in force in this State. [See "Cities," etc., ch. 24, § 62, items 26, 27, 90.]

*Sixth*—To cross, intersect, join and unite its railways with any other railway before constructed, at any point in its route, and upon the grounds of such other railway company, with the necessary turnouts, sidings and switches, and other conveniences, in furtherance of the objects of its connections; and every corporation whose railway is or shall be hereafter intersected by any new railway, shall unite with the corporation owning such new railway in forming such intersections and connections, and grant the facilities aforesaid; and if the two corporations can not agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined in manner prescribed by law.

*Seventh*—To receive and convey persons and property on its railway by the power and force of steam or animals, or by any mechanical power.

*Eighth*—To erect and maintain all necessary and convenient buildings and stations, fixtures and machinery, for the construction, accommodation and use of passengers, freights and business interests, or which may be necessary for the construction or operation of said railway.

*Ninth*—To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor, subject, nevertheless, to the provisions of any law that may now or hereafter be enacted. [See § 25, 27.

*Tenth*—From time to time, to borrow such sums of money as may be necessary for completing, finishing, improving or operating any such railway, and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporation for the purposes aforesaid; but the concurrence of the holders of two-thirds in amount of the stock of such corporation, to be expressed in the manner and under all the conditions provided in the fifteenth section of this act, shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in the second section of this act; and the directors of such corporation shall be empowered, in pursuance to any such order or resolution, to confer on any holder of any bond for money so borrowed, as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation, at any time not exceeding ten years after the date of such bond, under such regulations as may be provided in the by-laws of such corporation. [See § 30-33.

**21. WHAT PERSONAL PROPERTY.]** § 20. The rolling stock and all other movable property belonging to any such corporation, shall be considered personal property, and shall be liable to execution and sale, in the same manner as the personal property of individuals. [See Const., art. II, § 19.

**22. ISSUE OF STOCK AND BONDS LIMITED.]** § 21. No such corporation shall issue any stock or bonds, except for money, labor or property actually received and applied to the purposes for which such corporation was organized. All stock dividends, and other fictitious increase of the capital stock or indebtedness of any such corporation, shall be void. [See Const., art. II, § 13.

**23. CONSOLIDATION.]** § 22. No such corporation shall consolidate its capital stock with any other railway owning a parallel or competing line, and in no case shall any consolidation take place, except upon sixty days' notice thereof given, which notice shall be given in manner and form as prescribed in the fifteenth section of this act. [See Const., art. II, § 11.

**24. ANNUAL REPORT.]** § 23. The directors of every such corporation shall annually make a report, under oath, to the Auditor of Public Accounts, and to such other officers as may be designated by law, of all its actings and doings, which, in part shall include such matters relating to such corporations as may be now or hereafter prescribed by law. [See Const., art. II, § 9.

**25. POWER OF LEGISLATURE.]** § 24. The General Assembly shall have power to enact, from time to time, laws to prevent and correct abuses, and to prevent unjust discriminations and extortions in the rates of freight and pas-

senger tariff, and to establish reasonable maximum rates of charges for the transportation of persons or property on any railway that may be constructed under the provisions of this act, and to enforce such laws by adequate penalties to the extent, if necessary for that purpose, of forfeiture of the property and franchises of any such corporation. [See Const., art. 11, § 15.]

**26. CUMULATIVE VOTING.]** § 25. In all elections for directors or managers of such railway corporations, every stockholder shall have the right to vote, in person or by proxy, for the number of shares of stock owned by him, for as many persons as there are directors or managers to be elected, or to cumulate said shares, and give one candidate as many votes as the number of directors, multiplied by the number of his shares of stock, shall equal; or to distribute them, on the same principle, among as many candidates as he shall think fit: and such directors or managers shall not be elected in any other manner. [See § 8: also, Const., art. 11, § 3.]

**27. RATES WHEN AID INDUCED.]** § 25<sup>12</sup>. In all cases when any corporation organized under this act to induce aid in its construction, either by donation or subscription to its capital stock, shall desire to fix the rates for any period of time for the transportation of passengers or freight, such corporation may adopt a resolution fixing such rates, and the time for which the same is to be fixed, and have the same recorded in the office of the recorder of deeds in the several counties through which said road is proposed to run; and during the time for which they are fixed, said rates shall in no case be amended by said corporation or its successors: *Provided*, that said rates shall not exceed the rates allowed by law.

**28. LIMITATION.]** § 26. If any railway corporation organized under this act, shall not, within two years after its articles of association shall be filed and recorded as provided in the second section of this act, begin the construction of its road, and expend thereon twenty-five per cent. on the amount of its capital, within five years after the date of its organization, or shall not finish the road and put it in operation within ten years from the date of filing its articles of association, as aforesaid, its corporate existence and powers shall cease.

**29. REPEAL—SAVING—BENEFITS OF THIS ACT, ETC.]** § 27. That an act entitled "An act to amend 'An act to provide for a general system of railroad incorporations,' approved November 5, 1849," approved February 13, 1857, and also of an act entitled "An act to provide for a general system of railroad incorporations," approved November 5, 1849, except the sections of the last named act numbered 34, 35, 36, 37, 38, 39, 40, 41, 42 and 45,\* and all laws in conflict with the provisions of this act, be and the same are hereby repealed: *Provided, however*, that all general laws of this State in relation to railroad corporations, and the powers and duties thereof, so far as the same are not inconsistent with the provisions of this act, shall remain in force and be applicable to railroad incorporations organized under this act. The repeal of the acts and parts of acts mentioned in this section shall not be construed so as to affect any rights acquired thereunder; but all corporations formed or attempted to be formed under such acts or parts of acts, notwithstanding any defects or omissions in their articles of association, may, if they will adopt or have adopted this act, be entitled to proceed thereunder, and have all the benefits of this act; and all such corporations that have adopted or that will adopt this act, are hereby declared legal and valid corporations, within the provisions of this act, from the date of the filing of their respective articles of association. And the fixing of the termini by any such corporation shall have the same effect as if fixed by the General Assembly: *Provided*, that all corporations to which this act shall apply shall be held liable for, and shall carry out and fulfill all contracts made by them, or for, or on their behalf, or of which they have received the benefit, whether such corporation, at the time of the making of such contract or contracts, was organized, or had attempted to organize, under the general laws of the State of Illinois, or not; whether said contract was for right of way, work and labor done, or materials furnished, or for the running of trains or carrying passengers or freight upon such road, or upon any other road in connection therewith. And if such

\*NOTE—The whole of said act of Nov. 5, 1849, repealed March 31, 1874. See ch. 131, No. 135.

corporation has or does take possession of or use such right of way, labor or material so furnished by other persons or corporations, it shall be evidence of its acceptance of such contract so entered into by such person or corporation with said persons or corporations for its benefit. And upon said corporation failing to pay said sum as it ought equitably to pay for such right of way, labor or materials, or fail to carry out such contracts as aforesaid, so made with persons or corporations, it shall be held liable in any action at law or in chancery for the recovery of the value of said right of way, labor or materials, and for damages for non-fulfillment of such contract, in any court of competent jurisdiction in any county through which the road of such corporation may be located: *And, provided, further*, that this act shall not in any manner legalize the subscription of any township, county or city to the capital stock of any railroad company, nor authorize the issuing of any bonds by any township, city or county in payment of any subscription or donation. [As amended by act approved April 26, 1873. In force July 1, 1873.]

AN ACT to require railroad corporations to have and maintain a public office, or place in the State of Illinois where transfers of stock may be made, and to enforce the provisions of section nine (9), article eleven (11) of the Constitution of Illinois. [Approved June 18, 1883. In force July 1, 1883. L. 1883, p. 128; Legal News Ed., p. 102.]

**30. SHALL HAVE PUBLIC OFFICE—BOOK WITH TRANSFERS OF STOCK REGISTERED.]** § 1. *Be it enacted by the people of the State of Illinois, represented in the General Assembly:* Each and every railroad corporation, organized or doing business in this State, under the laws or authority thereof, shall have and maintain a public office, or place in this State for the transaction of its business, where transfers of shares of its stock shall be made by such railroad corporation, upon the request of the owner of shares thereof, presenting the certificate thereof. Every such railroad corporation shall keep a book in which the transfers of shares of its stock shall be registered, and another book containing the names of its stockholders, which book shall be open to the examination of the stockholders.

**31. FINES FOR FAILURE TO COMPLY.]** § 2. Any railroad corporation—organized or doing business in this State under the laws or authority thereof, or failing to comply with the provisions of section one (1) of this act, within ninety (90) days after the taking effect of this act, shall upon conviction thereof, be fined in any sum not less than one thousand dollars (\$1,000), nor more than two thousand dollars (\$2,000). In case any such railroad corporation shall fail to comply with the provisions of said section one (1) within six months after the taking effect of this act it shall, upon conviction thereof, be fined in any sum not less than two thousand dollars (\$2,000) nor more than four thousand dollars (\$4,000); and for every year after the taking effect of this act, any such railroad corporation shall fail to comply with the provisions of said section one (1), it shall, upon conviction, be fined not less than four thousand dollars (\$4,000): *Provided*, that in all cases under this act either party shall have the right of trial by jury.

**32. FINES RECOVERED IN ACTION OF DEBT.]** § 3. The fines hereinbefore provided for may be recovered in an action of debt in the name of the People of the State of Illinois.

**33. DUTY OF COMMISSIONERS.]** § 4. It shall be the duty of the Railroad and Warehouse Commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this State; and whenever the facts in any manner ascertained by said commissioners shall, in their judgment, warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Said suits and prosecutions may be instituted in any county in this State, through or into which the line of the railroad corporation sued for violating this act may extend. And such Railroad and Warehouse Commissioners are hereby authorized to employ counsel to assist the Attorney General in conducting such suit on behalf of the State. No such suits commenced by said commissioners shall be dismissed, except said Railroad and Warehouse Commissioners and the Attorney General shall consent thereto.



**34. FINES TO BE USED FOR COUNTY PURPOSES.]** § 5. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person collecting the same in the manner now provided by law, to be used for county purposes.

AN ACT to enable railroad companies to borrow money and to mortgage their property and franchises therefor. [Approved May 7, 1873. In force July 1, 1873.]

**35. BORROWING MONEY BY COMPANIES FORMED BEFORE MARCH 1, 1872.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That every railroad company organized under any law or laws of this State in force before the first day of March A. D. 1872, is hereby empowered from time to time to borrow such sums of money as may be necessary for completing, furnishing and improving or operating any such railroad, and to issue and dispose of its bonds for any amount so borrowed and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporation for the purposes aforesaid; but the concurrence of the holders of two-thirds in amount of the stock of such corporation—to be expressed in the manner hereinafter provided—shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in this act; and the directors of such corporation shall be empowered, in pursuance of any such order or resolution, to confer on any holder of any bond, for money so borrowed as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation at any time not exceeding ten years after the date of such bond, under such regulation as may be provided in the by-laws of such corporation.

**36. HOW CONCURRENCE OF STOCKHOLDERS EXPRESSED.]** § 2. The concurrence of the holders of at least two-thirds in amount of the capital stock of such corporation in the creation of any such debt and the execution of any such mortgages, shall be made manifest by the votes cast by such stockholders in person or by proxy, on the passage of appropriate orders or resolutions at a meeting of the stockholders of such corporation, called by the directors thereof for such purpose.

**37. NOTICE OF MEETING.]** § 3. The directors of such corporation shall give notice of such meeting by causing written or printed notices thereof to be either personally served upon or duly mailed (postage prepaid) to such stockholders whose names and address shall be known to said directors, such notices to be so mailed at least sixty days before the time fixed for such meetings. The said notices shall state the time and place of such meeting and the purpose thereof, as well as the amount of the proposed indebtedness. The said directors shall cause like notices to be inserted in some newspaper published in each county through which said road shall run (if any newspaper shall be published therein) at least sixty days prior to the day appointed for such meeting.

**38. RESOLUTIONS, ETC., RECORDED.]** § 4. When such meeting shall be held, the resolution or order authorizing the creating of such indebtedness, and the execution of the mortgage to secure the same, together with the result of the vote thereon, shall be recorded in the office of the recorder of deeds of each county through which said road shall run, and shall also be recorded in the office of the Secretary of State.

## RAILROADS—CONSOLIDATION.

AN ACT to provide for the consolidation of certain railroad corporations. [Approved June 14, 1883. In force July 1, 1883. L. 1883, p. 124; Legal News Ed., p. 101.]

**39. WHAT RAILROADS MAY CONSOLIDATE, AND HOW.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* Whenever any railroad which is situated partly in this State and partly in one or more other states, and heretofore owned by a corporation formed by consolidation of railroad corporations of this and other states has been sold pur-

suant to the decree of any court or courts of competent jurisdiction, and the same has been purchased as an entirety, and is now, or hereafter may be, held in the name or as the property of two or more corporations incorporated respectively under the laws of two or more of the states in which said railroad is situated, it shall be lawful for the corporation so created in this State to consolidate its property, franchises and capital stock of the corporation or corporations of such other state or states in which the remainder of such railroad is situated, and upon such terms as may be agreed upon between the directors, and approved by the stockholders owning not less than two-thirds in amount of the capital stock of the corporations. Such approval may be given by the stockholders of such corporation of this State at any time, in writing or by vote, at any annual or special meeting, upon sixty days' notice given by publication in any newspaper published in the county where the general office of such company is situated, and such meeting is to be held: *Provided*, that no consolidation shall take place with any railroad owning a parallel or competing line; and a majority of the directors of such consolidated company shall be citizens and residents of this State; and where the line of the road of the original company has been located in this State and aid in the construction thereof voted by any municipality by way of subscription or donation and received by the company, and the road so located not yet completed, then the consolidated company shall have no power or right to change such line as so located so as to make the same substantially different from the line so located at the time the aid was voted.

**40. WHEN CONSOLIDATION TO TAKE EFFECT.]** § 2. Such consolidation shall take effect upon the filing and recording of such articles of consolidation in the office of the Secretary of State of the State of Illinois, and a certified copy thereof in the office of the recorder of the various counties in which said railroad is situated. A certified copy of such articles of consolidation, under seal of the Secretary of State, shall be deemed and taken to be *prima facie* evidence of the existence of said consolidated corporation.

**41. LIST OF STOCKHOLDERS—RIGHTS SAVED.]** § 3. Such consolidated corporation shall at all times keep a general office within this State at which shall be kept a complete list of stockholders of such corporation, their places of residence, the amount of stock owned by each, and where the stock of such corporation may be registered and transferred: *Provided*, that nothing contained in this bill shall be construed to impair or affect the rights of any party holding unsettled claims against any of the corporations to be consolidated.

AN ACT authorizing railroad companies in consolidating so as to form an inter-state line to fix the terms and conditions of such consolidation and to retire their preferred stock, and to provide for the issue of new preferred stock and fix the par value thereof. [Approved and in force June 17, 1893. L. 1893, p. 166.]

**42. § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That when any railroad company, formed by the consolidation of any company or companies of this State with a company or companies of another state or states, shall make a further consolidation with a company or companies of another state or states, owning a continuous and connected but not competing line, the constituent companies shall have power to fix by the agreement for such consolidation the terms and conditions upon which the same shall be made, which terms and conditions may include the payment or retirement of the preferred stock of either or both of the constituent companies, if they have such. And in case the new company shall issue preferred stock, the par value of the shares thereof may be fixed by the agreement of consolidation or by the resolution for the issue thereof without regard to the par value of the shares of the common stock of such company.

**43. § 2.** Whereas, an emergency exists for the immediate taking effect of this act, therefore the same shall take effect and be in force from and after its passage.

AN ACT to enable railroad companies to enter into operative contracts and to borrow money. [Approved February 12, 1855. Pr. L. 1855, p. 301.]

**44. OPERATIVE CONTRACTS—PROPERTY.]** § 1. All railroad companies incorporated or organized under, or which may be incorporated or organized under the authority of the laws of this State, shall have power to make such contracts and arrangements with each other, and with railroad corporations of other states, for leasing or running their roads, or any part thereof; and also to contract for and hold in fee simple or otherwise, lands or buildings in this or other states for depot purposes; and also to purchase and hold such personal property as shall be necessary and convenient for carrying into effect the object of this act.

**45. CONNECTIONS.]** § 2. All railroad companies incorporated or organized, or which may be incorporated or organized as aforesaid, shall have the right of connecting with each other, and with the railroads of other states, on such terms as shall be mutually agreed upon by the companies interested in such connection.

[§ 3, repealed. See "Statutes," ch. 131, § 5.]

AN ACT to facilitate travel and transportation. [Approved and in force February 25, 1867. L. 1867, p. 174.]

**46. USE OF BRIDGES.]** § 1. Railroads terminating, or to terminate at any point on any line of continuous railroad thoroughfare where there now is or shall be a railroad bridge for crossing of passengers and freight in cars over the same as part of such thoroughfare, shall make convenient connections of such railroads, by rail, with the rail of such bridge; and such bridge shall permit and cause such connections of the rail of the same with the rail of such railroads, so that by reason of said railroads and bridge there shall be uninterrupted communication over such railroads and bridge as public thoroughfares. But by such connections no corporate rights shall be impaired.

AN ACT relating to lessees in this State of railroads in adjoining States. [Approved March 30, 1875. In force July 1, 1875. L. 1875, p. 96; Legal News Ed., p. 102.]

**47. § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That all railroad companies incorporated or organized, or which may be incorporated or organized under the laws of this State, or of this or any adjoining state, which now are, or at any time hereafter may be, in possession of and operating connecting railroads in states adjoining this State under lease in perpetuity, or for a period of not less than twenty years, shall have power to purchase the remaining interests, property and franchises of the lessors of such railroads situated in such adjoining states, on such terms and conditions as may be agreed upon by the parties, or their assigns, to such lease: *Provided*, that nothing in this act shall be so construed as to authorize any corporation acting by or organizing under the laws of any other state to purchase or otherwise become the owners of any railroad in this State.

AN ACT to empower township trustees to sell and convey right of way and depot grounds for the use of railroads crossing school lands. [Approved April 13, 1875. In force July 1, 1875. L. 1875, p. 16; Legal News Ed., p. 101.]

**48.** [The act constituting section 46, of which the above is the title, was repealed by act approved and in force May 21, 1889. See Ch. 122, entitled Schools, section 390.]

AN ACT to facilitate the carriage and transfer of passengers and property by railroad companies. [Approved May 21, 1877. In force July 1, 1877. L. 1877, p. 167; Legal News Ed., p. 153.]

**49. POWER TO OWN AND USE WATER CRAFT.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That all railroad companies incorporated under the laws of this State, having a ter-

minus upon any navigable river bordering on this State, shall have power to own for their own use any water craft necessary in carrying across such river any cars, property or passengers transported over their lines, or transported over any railroad terminating on the opposite side of such river to be transported over their lines: *Provided*, that no right shall exist under this act to condemn any real estate for landing for such water craft, or for any other purpose. And this act shall only apply to such railroad companies as own the landing for such water craft: *Provided, also*, that nothing in this act shall be held to impair or affect any right or privilege granted any ferry company incorporated under the laws of this State; and that all the powers and rights herein granted said railroad companies shall be subject to whatever rights and privileges may have heretofore been granted to any ferry companies in this State, and that nothing in this act shall prevent said railroad companies from being subject, in the use of such water craft, to all laws of the State regulating ferries now in force or hereafter to be in force: *And, provided, further*, that nothing in this act shall be held or construed to authorize any railroad or railway company doing business under any charter granted by this State, to consolidate with any railroad or railway company out of this State, so as to form one continuous line of railroad, or otherwise to alter, modify or repeal any provision of any such charter granted by this State; or to impair the rights of this State as now reserved to it in any such charter.

AN ACT compelling railroad companies in this State to build and maintain depots for the comfort of passengers, and for the protection of shippers of freight at towns and villages on the line of the r road. [Approved May 23, 1877. In force July 1, 1877. L. 1877, p. 165; Legal News Ed., p. 154.]

**50. REQUIRED TO BUILD AND MAINTAIN DEPOTS.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*, That all railroad companies in this State carrying passengers or freight shall, and they are hereby required to build and maintain depots for the comfort of passengers and for the protection of shippers of freight, where such railroad companies are in the practice of receiving and delivering passengers and freight, at all towns and villages on the line of their roads having a population of five hundred or more.

**51. PENALTY.]** § 2. Any railroad company in this State failing to comply with the provisions of the preceding section after this act shall go into effect, and within ninety days after notice in writing of its failure to comply with the provisions of said section shall have been served upon any agent of said railroad by the authorized agent of any town or village aggrieved, shall pay for each and every day it shall neglect, the sum of fifty dollars (\$50.00), to be recovered in an action of debt before any justice of [the] peace, in the name of the People of the State of Illinois, in any town or village aggrieved. Said penalty to be paid to the said town or village for the school fund.

## CONTRACTS FOR SALE OR LEASE OF RAILROAD OR STREET CAR EQUIPMENT STOCK.

AN ACT concerning contracts for the conditional sale or lease of railroad street car equipment and rolling stock, and providing for the record thereof. [Approved June 20, 1893, in force July 1, 1893. L. 1893, p. 165.]

**52. CONTRACT TO BE IN WRITING.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*: That whenever any railroad or street car equipment or rolling stock shall hereafter be sold, leased or loaned on the condition that the title to the same, notwithstanding the possession and use of the same by the vendee, lessee or bailee, shall remain in the vendor, lessor or bailor, until the terms of the contract as to the payment of the installments, amounts or rentals payable or the performance of other obligations thereunder shall have been fully complied with, but also providing that title thereto shall pass to the vendee, lessee or bailee on full performance of said terms, such contract shall be invalid as to any subsequent judgment creditor or any subsequent purchaser for a valuable consideration, without notice, unless,



*First*—The same shall be evidenced by writing, duly acknowledged by the vendee, lessee or bailee before some person authorized by law to take acknowledgements of deeds and in the form proper for acknowledgments of deeds.

*Second*—Such writing shall be recorded, or a copy thereof filed, in the office of the Secretary of State, who shall be entitled to receive one dollar for each such copy filed by him.

*Third*—Each locomotive or car so sold, leased or loaned shall have the name of the vendor, lessor or bailor plainly marked on both sides thereof, followed by the word owner, lessor, vendor or bailor, as the case may be.

**53. CONTRACT NOT TO INVALIDATE PRIOR CONTRACT.]** § 2. This act shall not be held to apply to or invalidate any contract heretofore made of the character described in the first section, but the same shall be and remain valid if recorded according to the provisions of this act within ninety days from the time this act takes effect.

**54. REPEAL.]** § 3. An act entitled "An act to render valid leases, bailments and conditional sales of railway rolling stock," approved May 30, 1881, is hereby repealed.

## RELATING TO RESIDENCE OF DIRECTORS ON RAILROADS UNDER SPECIAL CHARTERS.

AN ACT in relation to the residence of directors on railroads organized under special charters. [Approved and in force June 17, 1893. L. 1893, p. 164.]

**55. DEFINES DIRECTORS' RESIDENCE.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* In all cases where any railroad company organized and doing business under any law of this State by which it is required that a majority of the directors of such company shall reside in counties along the line of the road, such requirements shall be construed to require such majority of such directors to reside in some or all of the counties along the line of the road in this State actually operated by such company, whether such line be owned by such company or leased thereby, and shall not require that any of the directors of such company shall reside in counties along such part of the line of the road of such company as may have been sold and transferred to any other corporation.

**EMERGENCY.]** § 2. Whereas, an emergency exists, therefore, this law shall take effect and be enforced from and after its passage.

---

## UNION DEPOTS.

AN ACT authorizing the formation of union depots and stations for railroads in this State. [Approved April 7, 1875. In force July 1, 1875. L. 1875, p. 97; Legal News Ed., p. 103.]

**56. WHO MAY FORM CORPORATION.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That in order to facilitate the public convenience and safety in the transmission of goods and passengers, from one railroad to another, and to prevent the unnecessary expense, inconvenience and loss attending the accumulation of a number of stations, any number of persons, not less than five, are hereby authorized to form themselves, or any two or more railroad companies may themselves form or join individuals in forming a corporation for the purpose of constructing, establishing and maintaining a union station for passenger or freight depots, or for both, in any city, town or place in this State, with the necessary offices and rooms convenient for the same, and appurtenances thereto, and for that purpose may make and sign articles, in which shall be stated the number of years the same is to continue, the city, town or place in which the same is to be located, the amount of the capital stock of said company, which shall not exceed three millions of dollars, the amount of each share of stock, the

names and places of residence of its directors, which shall not be less than five nor exceed fifteen, who shall manage its affairs for the first year and until others are chosen in their place, and shall also state the amount of stock taken by each subscriber.

**57. ARTICLES OF ASSOCIATION.]** § 2. Any association of persons or corporation, desiring to become incorporated under the provisions of this act, shall present their articles of association to the Circuit Court of the county in which such city or place is, or to the judge thereof in vacation, with the petition from such members for a certificate of incorporation under the provisions of this act, to which petition shall be added or appended a certificate of at least two railroad companies who have tracks leading into said city, town or place, stating its public utility, and that they expect to make arrangements for its use when it shall be constructed, signed by the presidents of their respective companies.

**58. CERTIFICATE OF INCORPORATION.]** § 3. If the Circuit Court, or any judge thereof, in vacation, shall be satisfied that said certificate has been signed by such companies, then the said court or judge upon filing the said petition, articles and certificate aforesaid, with the clerk of the court, shall grant to the said association a certificate of incorporation, which may be in the following form, to-wit:

Whereas, A, B and C, etc. stating the names, have filed in the office of the clerk of the Circuit Court their articles of association, in compliance with the provisions of an act entitled "An act authorizing the formation of union depots and stations for railroads in this State," approved, stating day or approval, with their petition of incorporation, under the name and style of.....; they are, therefore, hereby declared a body politic and corporate, by the name and style aforesaid, with all the powers, privileges and immunities granted in the act above named. By order of the Circuit Court (or judge thereof),  
..... Attest, ..... Clerk of Circuit Court of County.....

And thereupon, upon filing the same, or a certified copy thereof, in the office of the Secretary of State, the said association, from the time of such filing, shall be a corporation under the laws of this State.

**59 CORPORATE POWERS DEFINED—PROVISOS AND LIMITATIONS.]** § 4. Every corporation formed under this act, in addition to the general powers conferred by the laws of this State in relation to corporations, shall have power—

*First*—To take and hold such real estate as it may acquire either by conveyance to said corporation, or such as it may acquire under the provisions of this act by condemnation, and which shall be necessary for the transaction of its business.

*Second*—To take, occupy and condemn any land, and real estate, or any interest therein needed for the establishment of such union station or depot, and necessary approaches thereto, and the same proceedings shall be had therefor as are now or may hereafter be provided by law, concerning the condemnation of lands for or by railroad companies in the State, so far as such laws are applicable to the purposes of this act; and when so condemned, the said land, and any interest therein, shall belong to such corporation for the purposes of this act: *Provided*, that nothing in this act shall be construed to authorize the condemnation of depot grounds of any railroad which is not of the same gauge of those joining in the petition: *Provided, further*, that none of the provisions of this act relating to the condemnation of lands, shall extend to any land or lands to which any municipal corporation has a title.

*Third*—With the consent of the corporate authorities of the city, town or place in which said station or depot is to be constructed, to have the right to lay the necessary track or tracks over, upon or under such streets or roads of said city, town or place as may be necessary to make the necessary connections with railroads proposing to use said union depot, and may, with such consent, also construct such station or depot under, over or upon any such streets or roads: *Provided*, that all injury, if any, that may be occasioned to the property fronting on any streets or roads, by the laying of any railroad tracks, or the location of any depot upon such streets or roads, under the provisions of this act, shall be assessed and the assessment paid in the city treasury, to the use of the owners of the property so injured by the corpora-

tion so appropriating such streets or roads, before such corporation shall have the right to lay any track or locate any depot over, under or upon such streets or roads.

*Fourth*—From time to time to borrow such sums of money as may be necessary for the construction, completion and furnishing or repairing of such station or depot, and to issue or dispose of their bonds for such amounts, at such prices as they shall think proper, and to mortgage their corporate property and franchises for the purpose of securing the same.

*Fifth*—To open, from time to time, books of subscription to the remainder of the capital stock not taken by the subscribers to the articles of association. The General Assembly shall have power to enact, from time to time, laws to prevent and correct abuses and to prevent unjust discrimination and extortions in the management and prosecution of the business of any corporation formed under this act, and to enforce such laws by adequate penalties.

**60. TERM AND ELECTION OF DIRECTORS.]** § 5. After the directors named in the articles of corporation shall have served for one year, there shall be an annual election of directors, to be conducted in the manner prescribed in the Constitution of this State; the directors so elected shall serve for the ensuing year, and notices of such election, appointing a time and place, shall be given by the directors as originally constituted for the first annual election, and thereafter by their successors in office, which notice shall be published not less than twenty days previous thereto, in some newspaper published in the English language, in the city, town or place in which said station or depot is located.

**61. NO DISCRIMINATION.]** § 6. There shall be no discrimination against or in favor of any railroad company using or desiring to use the said union depot, but the terms, conditions and regulations adopted for the use of the same, shall be, so far as practicable, uniform, and apply alike to all railroads using or desiring to use said union depot.

## FENCING AND OPERATING RAILROADS.

AN ACT in relation to fencing and operating railroads. [Approved March 31, 1874. In force July 1, 1874.]

**62. FENCING TRACK.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That every railroad corporation shall, within six months after any part of its line is open for use, erect and thereafter maintain fences on both sides of its road, or so much thereof as is open for use, suitable and sufficient to prevent cattle, horses, sheep, hogs or other stock from getting on such railroad, except at the crossings of public roads and highways, and within such portion of cities and incorporated towns and villages as are or may be hereafter laid out and platted into lots and blocks, with gates or bars, at the farm crossings of such railroad, which farm crossings shall be constructed by such corporation when and where the same may become necessary, for the use of the proprietors of the lands adjoining such railroad; and shall also construct, where the same has not already been done, and thereafter maintain at all road crossings now existing or hereafter established, cattle-guards suitable and sufficient to prevent cattle, horses, sheep, hogs and other stock from getting on such railroad; and when such fences or cattle-guards are not made as aforesaid, or when such fences or cattle-guards are not kept in good repair, such railroad corporations shall be liable for all damages which may be done by the agents, engines or cars of such corporation to such cattle, horses, sheep, hogs or other stock thereon, and reasonable attorney's fees in any court wherein suit is brought for such damages, or to which the same may be appealed; but where such fences and guards have been duly made and kept in good repair, such railroad corporation shall not be liable for any such damages, unless negligently or willfully done. [As amended by act approved May 29, 1879. In force July 1, 1879. L. 1879, p. 224.]

**63. RIGHT OF WAY CLEAR OF COMBUSTIBLES.]** § 112. It shall be the \*808] duty of all railroad corporations to keep their right of way clear from all dead grass, dry weeds, or other dangerous combustible material, and for neglect shall be liable to the penalties named in section 1.

**64. ALLOWING, ETC., ANIMAL ON RIGHT OF WAY—BREAKING FENCE, ETC.]** § 2. If any person shall ride, lead or drive any horse or other animal upon the track or lands of such railroad corporation, and within such fences or guards (except to cross at farm or road crossings), without the consent of the corporation, or shall tear down, or otherwise render insufficient to exclude stock, any part of such fence, guards, gates or bars—or shall leave the gates or bars at farm crossings open or down—or shall leave horses or other animals standing upon farm or road crossings, he shall be liable to a penalty of not less than \$10, nor more than \$100, to be recovered in an action of debt, before any court having competent jurisdiction thereof, in the name of such railroad corporation, and for the use of the school fund in the county, and shall pay all damages which shall be sustained thereby to the party aggrieved. [L. 1855, p. 174, § 3.

**65. WHEN COMPANY NEGLECTS TO BUILD—NOTICE.]** § 3. Whenever a railroad corporation shall neglect or refuse to build or repair such fence, gates, bars or farm crossings, as provided in this act, the owner or occupant of the lands adjoining such railroad, or over or through which the railroad track is or may be laid, may give notice, in writing, to such corporation, or lessees thereof, or the persons operating such railroad, to build such fence, gate, bars or farm crossings within thirty days (or repair said fence, gate, bars or farm crossings, as the case may be, within ten days) after the service of said notice. Such notice shall describe the lands on which said fence, gates, bars or farm crossings are required to be built or repaired. Service of such notice may be made by delivering the same to any station agent of said railroad corporation or the persons operating such railroad. [L. 1869, p. 315, § 1

**66. ADJOINING OWNER MAY BUILD AND RECOVER.]** § 4. If the party so notified shall refuse to build or repair such fence, gates, bars or farm crossings, in accordance with the provisions of this act, the owner or occupant of the land required to be fenced shall have the right to enter upon the land and track of said railway company, and may build or repair such fence, gates, bars or farm crossings, as the case may be, and the person so building or repairing such fence, gates, bars or farm crossings, shall be entitled to double the value thereof from such corporation, or party actually occupying or using such railroad, to be recovered with interest at one per cent. per month, as damages, from the time such fence, gates, bars or farm crossings were built or repaired, in any court of competent jurisdiction, together with costs, to be taxed by the Court. [L. 1869, p. 315, § 2.

**67. BOARDS AT CROSSINGS.]** § 5. Every railroad corporation shall cause boards, well supported by posts or otherwise, to be placed and constantly maintained upon each public road or street, where the same is crossed by its railroad on the same level. Said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers. On each side of said boards shall be painted in capital letters, of at least the size of nine inches each, the words "railroad crossing," or "look out for the cars." This section shall not apply to streets in cities or incorporated towns or villages, unless such railroad corporation shall be required to put up such boards by the corporate authorities of such cities, towns or villages: *Provided*, that when warning boards have already been erected, under existing laws, the maintenance of the same shall be a sufficient compliance with the requirements of this section. [2d L. 1849, p. 32, § 39.

**68. BELL AND WHISTLE—CROSSINGS.]** § 6. Every railroad corporation shall cause a bell of at least thirty pounds weight, and a steam whistle placed and kept on each locomotive engine, and shall cause the same to be rung or whistled by the engineer or fireman, at the distance of at least eighty rods from the place where the railroad crosses or intersects any public highway, and shall be kept ringing or whistling until such highway is reached. [L. 1839, p. 308, § 1.



**69. KILLING STOCK—FRIGHTENING TEAM.]** § 6<sup>1</sup>/<sub>2</sub>. Any engineer, or person having charge of and running any railroad engine or locomotive, who shall wilfully or maliciously kill, wound or disfigure any horse, cow, mule, hog, sheep, or other useful animal, shall, upon conviction, be fined in the sum of not less than the value of the property so killed, wounded or disfigured, or confined in the county jail for a period of not less than ten days; and any such engineer or fireman, or other person, who shall wantonly or unnecessarily blow the engine whistle, so as to frighten any team, shall be liable to a fine of not less than \$10 nor more than \$50. [See "Criminal Code," ch. 38, § 191.

**70. STARTING TRAIN WITHOUT SIGNAL.]** § 7. If any engineer on any railroad shall start his train at any station, or within any city, incorporated town or village, without ringing the bell or sounding the whistle a reasonable time before starting, he shall forfeit a sum not less than \$10 nor more than \$100, to be recovered in an action of debt in the name of the People of the State of Illinois, and such corporation shall also forfeit a like sum, to be recovered in the same manner.

**71. APPROACHES AT CROSSINGS.]** § 8. Hereafter, at all of the railroad crossings of highways and streets in this State, the several railroad corporations in this State shall construct and maintain said crossings, and the approaches thereto, within their respective rights of way, so that at all times they shall be safe as to persons and property. [L. 1869, p. 312, § 1.

**72. NEGLECT TO MAKE, ETC., CROSSINGS—NOTICE.]** § 9. Whenever any railroad corporation shall neglect to construct and maintain any of its crossings and approaches, as provided in section 8 of this act, it shall be the duty of the proper public authorities, having the charge of such highways or streets, to notify, in writing, the nearest agent of said railroad corporation of the condition of said crossing or approaches, and direct the same to be constructed, altered or repaired in such manner as they shall deem necessary for the safety of persons and property.

**73. WHEN COMPANY NEGLECTS, AUTHORIZES TO CONSTRUCT, ETC.]** § 10. If any railroad corporation of this State shall, after having been notified, as provided in section 9 of this act, neglect or refuse to construct, alter or repair such crossing or approaches within thirty days after such notice, then said public authorities shall forthwith cause such construction, alteration or repairs to be made.

**74. COMPANY TO PAY EXPENSE AND \$100.]** § 11. Said railroad corporation shall be holden for all necessary expenses incurred in making such construction, alteration and repairs, and in addition thereto shall be liable to a fine of \$100 for such neglect to comply with the requirements of this act, which fine shall be enforced by the said public authorities, in the name of the People of the State of Illinois, before any court of competent jurisdiction in the county. Such fine, when collected, to be paid into the treasury of the authorities enforcing the fine.

**75. DRAW BRIDGE—RAILROAD CROSSING, ETC.—STOP.]** § 12. All trains running on any railroad in this State, when approaching a crossing with another railroad upon the same level, or when approaching a swing or draw bridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing. [As amended by act approved June 19, 1885. In force July 1, 1885. L. 1885.

**76. PENALTY.]** § 13. Every engineer or other person having charge of such engine, violating the provisions of the preceding section, shall be liable to a penalty of two hundred dollars for each offense, to be recovered in an action of debt in the name of the People of the State of Illinois, and the corporation on whose road such offense is committed, shall be liable to a penalty of not exceeding two hundred dollars, to be recovered in like manner, the amount so recovered to be paid into the treasury of the county in which the offense occurs, but no recovery shall be had in any case for any offense com-

mitted more than sixty days prior to the commencement of the action. The provisions of this and the preceding section shall extend to and govern all cases of neglect or failure to stop the train as required by law before passing any bridge or railroad crossing, whether occurring before or after said provisions shall take effect, and no act or part of an act inconsistent with such operation and effect being given to this law shall in any way apply hereto. [As amended by act approved June 19, 1885. In force July 1, 1885. L. 1885.

**76a. TWO OR MORE RAILROADS CROSSING EACH OTHER ON SAME LEVEL—REQUIREMENTS.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That when in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw bridge, shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, works or fixtures, shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures, for such crossing, designating the plan of crossing, shall have been filed with such Railroad and Warehouse Commissioners, then, and in that case, it is hereby lawful for the engines and trains of any such railroad or railroads to pass over said crossing or bridge without stopping, any law, or the provisions of any law, now in force to the contrary notwithstanding; and all such other provisions of law contrary thereto are hereby declared not to be applicable in such case: *Provided*, that the said Railroad and Warehouse Commissioners shall have power in case such interlocking system, in their judgment, shall, by experience, prove to be unsafe or impracticable, to order the same to be discontinued. [As amended by act approved May 28, 1891. In force July 1, 1891. L. 1891. p. 179.

**76. CIVIL ENGINEER TO EXAMINE SYSTEM, ETC.—COMPENSATION.] § 2.** The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed system and plans, and report the result of such examination for the information of such Railroad and Warehouse Commissioners; and said Railroad and Warehouse Commissioners are hereby authorized to allow and award five dollars per day as a compensation for the services of such civil engineer, or such reasonable sum as such commissioners shall deem fit, and to allow and award such other and further sums, as they shall deem fit to pay all other railroad company or companies in interest, to be taxed and paid or collected as in other cases. And the said Railroad and Warehouse Commissioners are also empowered on application for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose to be fixed by them. (1)

**77. NOT TO OBSTRUCT HIGHWAY.] § 14.** No railroad corporation shall obstruct any public highway by stopping any train upon, or by leaving any car or locomotive engine standing on its track, where the same intersects or crosses such public highways, except for the purpose of receiving or discharging passengers, or to receive the necessary fuel and water, and in no case to exceed ten minutes for each train, car or locomotive engine.

**STONING, ETC., TRAIN.]** Any person who shall throw any stone or other hard substance at any railroad car, train or locomotive, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be fined in any sum not more than \$200, and shall stand committed to the county jail until such fine and costs shall be paid.

**78. PENALTY.] § 15.** Every engineer or conductor violating the provisions of the preceding section shall, for each offense, forfeit the sum of not less than \$10 nor more than \$100, to be recovered in an action of debt, in the

(1) AN ACT in regard to the dangers incident to railroad crossings on the same level. [Approved June 3, 1887. In force July 1, 1887. L. 1887, p. 252; Legal News Ed., p. 188.

name of the People of the State of Illinois, for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be liable for the like sum.

**79. MINORS TO KEEP OFF CARS.]** § 17. No person or minor shall climb, jump, step, stand upon, cling to, or in any way attach himself to any locomotive engine or car, either stationary or in motion, upon any part of the track of any railroad, unless in so doing he shall be acting in compliance with law, or by permission, under the lawful rules and regulations of the corporation then owning or managing such railroad.

**80. RAILROAD AGENT, ETC., TO MAKE COMPLAINT.]** § 18. Whenever any officer, agent or employé of any railroad corporation shall have any information that any person or minor has violated any of the provisions of the preceding section, and has thereby endangered himself, or caused reasonable alarm to others, said officer, agent or employé shall, without unnecessary delay, make complaint of such offense against such person or minor before some justice of the peace.

**81. PENALTY.]** § 19. Any person or minor who shall violate any of the provisions of the seventeenth section of this act shall be punished by a fine not exceeding \$25, to be recovered in an action of debt, in the name of the People of the State of Illinois, before a justice of the peace, or, upon conviction, by imprisonment in the county jail, or other place of confinement, for a period not exceeding twelve hours.

**82. THREE PRECEDING SECTIONS POSTED.]** § 20. The several railroad corporations in this State shall, without unnecessary delay, cause printed copies of the three preceding sections of this act to be kept posted in conspicuous places at all their stations along their lines of railroad in this State. Every railroad corporation that shall neglect to post, and keep posted, such notices as required by this section, shall, for each offense, forfeit the sum of \$50, to be recovered in an action of debt, in the name of the People of the State of Illinois.

**83. NO FREIGHT, ETC., CARS BEHIND PASSENGER.]** § 21. In no train shall freight, merchandise or lumber cars be run in the rear of passenger cars, and if such cars, or any of them, shall be so run, the officer or agent who so directed, or knowingly suffered such arrangement to be made, shall each be deemed guilty of a misdemeanor, and punished accordingly. [2d L. 1849, p. 31, § 37.

**84. MUST FURNISH CARS AND TRANSPORT PASSENGERS AND PROPERTY—WHEN.]** § 22. Every railroad corporation in the State shall furnish, start and run cars for the transportation of such passengers and property as shall, within a reasonable time previous thereto, be ready or be offered for transportation at the several stations on its railroads and at the junctions of other railroads, and at such stopping places as may be established for receiving and discharging way-passengers and freights; and shall take, receive, transport and discharge such passengers and property, at, from and to such stations, junctions and places, on and from all trains advertised to stop at the same for passengers and freight, respectively, upon the due payment, or tender of payment of tolls, freight or fare legally authorized therefor, if payment shall be demanded, and such railroad companies shall at all junctions with other railroads, and at all depots where said railroad companies stop their trains regularly to receive and discharge passengers in cities and villages, for at least one-half hour before the arrival of, and one-half hour after the arrival of any passenger train, cause their respective depots to be open for the reception of passengers; said depots to be kept well lighted and warmed for the space of time aforesaid. [As amended by act approved June 25, 1883. In force July 1, 1883. L. 1883, p. 125.

**85. DEPOTS TO BE KEPT OPEN—PENALTY.]** § 23. In case of the refusal of such corporation or railroad company, or its agents, to take, receive and transport any person or property, or to deliver the same within a reasonable time, at their regular or appointed time and place, or to keep their said depots open, lighted and warmed according to the provisions of the preceding section of this act, such corporation or railroad company shall pay to the party aggrieved, treble the amount of damages sustained thereby, with costs

of suit; and in addition thereto, said corporation or railroad company shall forfeit a sum of not less than twenty-five dollars, nor more than one thousand dollars for each offense, to be recovered in an action of debt, in the name of the People of the State of Illinois—the treble damages for the use of the party aggrieved, and the forfeiture for the use of the school fund of the county in which the offense is committed. [As amended by act approved June 25, 1833. In force July 1, 1833. L. 1833, p. 125.

**86. TEXAS CATTLE.]** § 23<sup>1</sup>/<sub>2</sub>. In any suit brought for a violation of "An act concerning the transportation of Texas or Cherokee cattle," approved April 16, 1869, the consignor of any live stock, the bringing of which into this State shall constitute the offense created by this act, if he be a citizen of this State, and if not the consignee, if he shall have knowledge of and consent to such consignment, of any such live stock, shall be made a joint defendant with any railroad or transportation company which may be sued for the offense aforesaid, and the said consignor, or consignee, shall suffer jointly any penalty passed upon any such railroad or transportation company for a violation of the act aforesaid. Any action brought for a violation of the act aforesaid, must be commenced within eighteen months next succeeding the bringing of the cattle into this State, on account of which the action may be brought. Any railroad company who shall transport any Texas, Cherokee or diseased cattle in violation of the aforesaid act, without knowing them to be such, may recover from any consignor or consignee any sum of money it may be compelled by the judgment of any court to pay for the transportation of such cattle, and the record of the judgment against the said company shall, in any suit against any such consignor, or consignee, be evidence of the amount of damages to be recovered, with interest from the time of payment: *Provided*, that nothing in this section shall be construed to affect any right existing or suit pending. [See "Animals," ch. 8.

**87. SPEED THROUGH CITIES, ETC.—DAMAGES.]** § 24. Whenever any railroad corporation shall by itself or agents, run any train, locomotive engine, or car, at a greater rate of speed in or through the incorporated limits of any city, town or village, than is permitted by any ordinance of such city, town or village, such corporation shall be liable to the person aggrieved for all damages done the person or property by such train, locomotive engine or car; and the same shall be presumed to have been done by the negligence of said corporation or their agents; and in addition to such penalties as may be provided by such city, town or village, the person aggrieved by the violation of any of the provisions of this section, shall have an action against such corporation, so violating any of the provisions to recover a penalty of not less than one hundred dollars (\$100), nor more than two hundred dollars (\$200), to be recovered in any court of competent jurisdiction: said action to be an action of debt, in the name of the People of the State of Illinois, for the use of the person aggrieved; but the court or jury trying the case may reduce said penalty to any sum, not less, however, than fifty dollars (\$50), where the offense committed by such violation may appear not to be malicious or wilful: *Provided*, that no such ordinance shall limit the rate of speed, in case of passenger trains to less than ten miles per hour, nor in any other case to less than six miles per hour. [As amended by act approved May 21, 1877. In force July 1, 1877. L. 1877, p. 165, p. 103, § 1, 2.\*

**88. TIME OF STOP AT STATIONS.]** § 25. Every railroad corporation shall cause its passenger trains to stop upon arrival at each station, advertised by such corporation as a place for receiving and discharging passengers, upon and from such trains, a sufficient length of time to receive and let off such passengers with safety: *Provided*, all regular passenger trains shall stop a sufficient length of time at the railroad station of county seats, to receive and let off passengers with safety. [As amended by act approved May 29, 1879. In force July 1, 1879. L. 1879, p. 225.

**89. BRAKEMAN, ETC., ON PASSENGER CARS.]** § 26. No railroad corporation shall run or permit to be run upon its railroad any train of cars moved by steam power, for the transportation of passengers, unless there is placed

\*NOTE—The act amending this section contains the following: § 2. All acts in conflict with this act are hereby repealed.



upon the train one trusty and skillful brakeman for every two cars in the train, or unless the brakes are efficiently operated by power applied from the locomotive.

**90. BRAKEMAN ON FREIGHT CARS.]** § 27. No railroad corporation shall run or permit to be run upon its railroad any train of cars, for the transportation of merchandise or other freight, without a good and sufficient brake attached to the rear or hindmost car in the train, and a trusty and skillful brakeman stationed upon said car, unless the brakes are efficiently operated by power applied from the locomotive.

**91. DAMAGES—PENALTY.]** § 28. If any railroad corporation shall violate any of the provisions of the three preceding sections, it shall be liable to the person aggrieved for all damages done to person or property by reason thereof, with costs of suit; and in addition thereto, said corporation shall forfeit the sum of not less than \$100 nor more than \$500, for each offense, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.

**92. CHECKS OR RECEIPTS FOR BAGGAGE.]** § 29. Every railroad corporation, when requested, shall give checks or receipts to passengers for their ordinary baggage, when delivered for transportation on any passenger train, which baggage shall in no case exceed one hundred pounds in weight for each passenger, and shall deliver such baggage to any passenger upon the surrender of such checks or receipts. Any such corporation wilfully refusing to comply with the requirements of this section, shall pay a fine of not less than \$10 nor more than \$100, which may be recovered before any court of competent jurisdiction, in an action of debt in the name of the People of the State of Illinois, for the use of the person aggrieved: *Provided*, that no passenger shall be entitled to receive checks or receipts for any baggage unless he shall have paid or tendered the lawful rate of fare for his transportation to the proper agent for such corporation.

**93. BAGGAGE SMASHING.]** § 30. Any person employed by a railroad corporation in this State, who shall wilfully, carelessly or negligently break, injure or destroy any baggage, shall be liable for the amount of damage to the owner thereof, and may be arrested, and, on conviction before a justice of the peace, be fined in any sum not exceeding \$200, and held in custody or confined in the county jail until such fine shall be paid: *Provided*, that the remedy hereby given against such employé shall not lessen the liability of such corporation. [See "Criminal Code," ch. 38, § 193.]

**94. PUTTING OFF PASSENGERS.]** § 31. If any passenger on any railroad car or train shall refuse, upon reasonable demand to pay his lawful fare—or shall, upon such car or train, use abusive, threatening, vulgar, obscene, or profane language thereon—or shall so conduct himself as to make his presence offensive or unsafe to passengers thereon, it shall be lawful for the conductor of the train to remove, or cause to be removed, such passenger from the train; but if such conductor shall use, cause or permit to be used unreasonable force or violence, he shall be liable for all damages to the person injured thereby: *Provided*, that the recovery and satisfaction of damages, under the provisions of this section, shall not lessen the liability of, or the amount of the damages that such corporation may be liable to, for such acts. [As amended by act approved June 3, 1889. In force July 1, 1889. L. 1889, p. 224.]

**95. BADGE.]** § 32. Every conductor, baggage-master, brakeman, or other servant of any railroad corporation in this State employed on a passenger train, or about the passenger depots, shall wear upon his hat or cap a badge which shall indicate his office. No conductor without such badge shall demand, or be entitled to receive from any passenger any fare, toll or ticket, or exercise any of the powers of his office: and neither shall any other of said officers or servants, without such badge, be authorized to meddle or interfere with any passenger, his baggage or property.

**96. COMMON LAW LIABILITY NOT TO BE LIMITED.]** § 33. That whenever any property is received by any railroad corporation to be transported from one place to another, within or without this State, it shall not be lawful for such corporation to limit its common law liability solely to deliver such property at the place to which the same is to be transported, by any stipulation or limitation expressed in the receipt given for the safe delivery of such property.

**97. TO FURNISH AX, SAW, SLEDGE, ETC., FOR EACH CAR.]** § 34. That every railroad corporation shall furnish each car used for the transportation of passengers with one woodman's ax, one hand saw, one sledge hammer and two leather buckets; said articles to be kept in good repair, ready for instant use, and in some convenient place in such car, easy of access in case of collision or other accident.

**98. COUPLINGS.]** § 34½. It shall be the duty of all railroad corporations operating any railroad in this State, to provide such of their passenger cars as are used in trains with some suitable automatic coupling, or other coupling which will secure personal safety, within one year from the time this law goes into effect, and any company refusing or neglecting to provide such automatic coupling, or other couplings which will secure personal safety, for each passenger car so used in trains, shall be liable to a fine of not less than \$25 nor more than \$50.

**99. FLAGMEN—SHELTER.]** § 35. In all cases where the public authorities having charge of any street over which there shall be a railroad crossing, shall notify any agent of the corporation owning, using or operating such railroad, that a flagman is necessary at such crossing, it shall be the duty of such railroad company, within sixty days thereafter, to place and retain a flagman at such crossing, who shall perform the duties usually required of flagmen; and such flagman is hereby empowered to stop any and all persons from crossing a railroad track, when in his opinion, there is danger from approaching trains or locomotive engines; and any railroad company refusing or neglecting to place flagmen, as required by this section, shall be liable to a fine of \$100 per day for every day they shall neglect or refuse to do so; and it is hereby made the duty of such public authorities having charge of such street, to enforce the payment of such fine, by suit, in the name of the town or municipal corporation wherein such crossing shall be situate, before any court of competent jurisdiction in the county, and the prosecuting attorney shall attend to the prosecution of all suits as directed by said public authorities. All the moneys collected under the provisions of this act shall be paid into the treasury of the town or municipal corporation in whose name such suits shall have been brought: *Provided*, that when any railroad company is required to keep a flagman at a crossing, it shall have the right to erect and maintain in the highway or street crossed a suitable house for the shelter of such flagman, the same to be so located as to create the least obstruction to the use of such street or highway, and afford the best view of the railroad track in each direction from such crossing. [L. 1869, p. 314, § 8.

**100. PENALTIES.]** § 36. If any railroad corporation, or any of its agents, servants or employes shall violate any of the provisions of this act, such corporation, agent, servant or employé shall, severally, unless otherwise herein provided, be liable to a fine of not less than \$10 nor more than \$200, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.

**101. CORPORATION DEFINED.]** § 37. The word "corporation," as used in this act, shall be construed to include all companies, lessees, contractors, persons, or association of persons, owning, operating or using any railroads in this State.

**102. STREET RAILROADS.]** § 38. This act shall not apply to horse cars or street railroads.

AN ACT relating to fires caused by locomotives. [Approved and in force March 29, 1869.  
L. 1869, p. 312.]

**103. FIRES BY LOCOMOTIVES.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly.* That in all actions against any person or incorporated company for the recovery of damages on account of any injury to any property, whether real or personal, occasioned by fire communicated by any locomotive engine while upon or passing along any

railroad in this State, the fact that such fire was so communicated shall be taken as full *prima facie* evidence to charge with negligence the corporation, or person or persons who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owners, lessees or mortgagees, and also those who shall at such time have the care and management of such engine; and it shall not, in any case, be considered as negligence on the part of the owner or occupant of the property injured, that he has used the same in the manner, or permitted the same to be used or remain in the condition it would have been used or remained had no railroad passed through or near the property so injured, except in cases of injury to personal property which shall be at the time upon the property occupied by such railroad. This act shall not apply to injuries already committed.

**104. ACT TAKES EFFECT.]** § 2. This act shall take effect and be in force from and after its passage.

AN ACT to amend an act entitled "An act for the protection of passengers on railroads," approved May 14, 1877, in force July 1, 1877. [Approved May 29, 1879, in force July 1, 1879. L. 1879, p. 223; Legal News Ed., p. 171.]

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That an act entitled "An act for the protection of passengers on railroads," approved May 14, 1877, in force July 1, 1877, be amended so as to read as follows: "An act for the protection of passengers on railroads and steamboats."

**105. CONDUCTORS INVESTED WITH POLICE POWERS.]** § 2. That the conductors of all railroad trains, and captain or master of any steamboat carrying passengers within the jurisdiction of this State, shall be invested with police powers while on duty on their respective trains and boats.

**106. EJECTION OF PASSENGER FROM TRAIN.]** § 3. When any passenger shall be guilty of disorderly conduct, or use any obscene language, to the annoyance and vexation of passengers, or play any games of cards or other games of chance for money or other valuable thing, upon any railroad train or steamboat, the conductor of such train and captain or master of such steamboat, is hereby authorized to stop his train or steamboat at any place where such offense has been committed, and eject such passenger from the train or boat, using only such force as may be necessary to accomplish such removal, and may command the assistance of the employes of the railroad company or steamboat, or any of the passengers, to assist in such removal: but before doing so he shall tender to such passenger such proportion of the fare he has paid as the distance he then is from the place to which he has paid his fare, bears to the whole distance for which he has paid his fare.

**107. WHEN PASSENGER MAY BE ARRESTED.]** § 4. When any passenger shall be guilty of any crime or misdemeanor upon any train or steamboat, the conductor, captain or master, or employes of such train or boat, may arrest such passenger and take him before any justice of the peace in any county through which such boat or train may pass, or in which its trip may begin or terminate, and file an affidavit before such justice of the peace, charging him with such crime or misdemeanor.

AN ACT to prohibit any person from obstructing the regular operation and conduct of the business of railroad companies or other corporations, firms or individuals. [Approved June 2, 1877, in force July 1, 1877. L. 1877, p. 167; Legal News Ed., p. 155.]

**108. ENGINEER NOT TO ABANDON ENGINE.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* If any locomotive engineer, in furtherance of any combination or agreement, shall wilfully and maliciously abandon his locomotive upon any railroad at any other point than the regular schedule destination of such locomotive, he shall be fined not less than \$20 nor more than \$100, and confined in the county jail not less than twenty days nor more than ninety days.

**109. PERSONS OBSTRUCTING BUSINESS OF RAILROAD—FINE.]** § 2. If any person or persons shall wilfully and maliciously, by any act or by means of intimidation, impede or obstruct, except by due process of law, the regular operation and conduct of the business of any railroad company or other corporation, firm or individual in this State, or the regular running of any locomotive engine, freight or passenger train of any such company, or the labor and business of any such corporation, firm or individual, he or they shall, on conviction thereof, be punished by a fine of not less than twenty dollars (\$20) nor more than two hundred dollars (\$200), and confined in the county jail not less than twenty nor more than ninety days.

**110. CONSPIRACY TO IMPEDE BUSINESS.]** § 3. If two or more persons shall wilfully and maliciously combine or conspire together to obstruct or impede by any act, or by means of intimidation, the regular operation and conduct of the business of any railroad company or any other corporation, firm or individual in this State, or to impede, hinder or obstruct, except by due process of law, the regular running of any locomotive engine, freight or passenger train on any railroad, or the labor or business of any such corporation, firm or individual, such persons shall, on conviction thereof, be punished by fine not less than twenty dollars (\$20) nor more than two hundred dollars (\$200) and confined in the county jail not less than twenty days, nor more than ninety days.

**111. CONSTRUCTION OF ACT.]** § 4. This act shall not be construed to apply to cases of persons voluntarily quitting the employment of any railroad company or such other corporation, firm or individual, whether by concert of action or otherwise, except as is provided in section one (1) of this act.

AN ACT to prevent frauds upon travelers and owner or owners of any railroad, steamboat or other conveyance for the transportation of passengers. [Approved April 19, 1875. In force July 1, 1875. L. 1875, p. 81; Legal News Ed., p. 101.]

**112. OWNER TO FURNISH AGENT CERTIFICATE OF AUTHORITY TO SELL TICKETS.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That it shall be the duty of owner or owners of any railroad or steamboat for the transportation of passengers, to provide each agent, who may be authorized to sell tickets, or other certificates entitling the holder to travel upon any railroad or steamboat, with a certificate setting forth the authority of such agent to make such sales; which certificate shall be duly attested by the corporate seal of the owner of such railroad or steamboat.

**113. NOT LAWFUL FOR PERSON NOT HAVING SUCH AUTHORITY TO SELL TICKETS.]** § 2. That it shall not be lawful for any person not possessed of such authority, so evidenced, to sell, barter, or transfer, for any consideration whatever, the whole or any part of any ticket or tickets, passes, or other evidence of the holder's title to travel on any railroad or steamboat, whether the same be situated, operated or owned within or without the limits of this State.

**114. PENALTY FOR VIOLATING ACT.]** § 3. That any person or persons violating the provisions of the second section of this act shall be deemed guilty of misdemeanor, and shall be liable to be punished by a fine not exceeding five hundred dollars, and by imprisonment not exceeding one year, or either or both, in the discretion of the court in which such person or persons shall be convicted.

**115. AGENT TO EXHIBIT CERTIFICATE ON REQUEST.]** § 4. That it shall be the duty of every agent who shall be authorized to sell tickets, or parts of tickets or other evidences of the holder's title to travel, to exhibit to any person desiring to purchase a ticket, or to any officer of the law who may request him, the certificate of his authority thus to sell, and to keep said certificate posted in a conspicuous place in his office for the information of travelers.

**116. DUTY OF OWNER TO PROVIDE FOR REDEMPTION OF TICKETS.]** § 5. That it shall be the duty of the owner or owners of railroad or steamboat, by their agents or managers, to provide for the redemption of the whole, or any parts or coupons of any ticket or tickets, as they may have sold, as the purchaser, for any reason, has not used, and does not desire to use, at a rate



which shall be equal to the difference between the price paid for the whole ticket and the cost of a ticket between the points for which the proportion of said ticket was actually used; and the sale by any person of the unused portion of any ticket otherwise than by the presentation of the same for redemption, as provided for in this section, shall be deemed to be a violation of the provisions of this act, and shall be punished as is hereinbefore provided: *Provided*, that this act shall not prohibit any person who has purchased a ticket from any agent authorized by this act, with the *bona fide* intention of traveling upon the same, from selling any part of the same to any other person.

**117. PENALTY FOR FAILURE TO REDEEM TICKETS.]** § 6. Any railroad or steamboat company that shall, by any of its agents in this State, refuse to redeem any of its tickets or parts of tickets as prescribed in section five of this act, shall pay a fine of five hundred dollars for each offense, to the People of the State of Illinois, and it shall be unlawful for said company, subsequent to such refusal, to sell any ticket or tickets in this State until such fine is paid.

## RECEIVING, CARRYING AND DELIVERING GRAIN.

AN ACT regulating the receiving, transportation and delivery of grain by railroad corporations, and defining the duties of such corporations with respect thereto. [Approved April 25, 1871. In force July 1, 1871. L. 1871, p. 636.]

**118. RECEIVE AND CARRY GRAIN WITHOUT DISTINCTION.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That every railroad corporation, chartered by or organized under the laws of this State, or doing business within the limits of the same, when desired by any person wishing to ship any grain over its road, shall receive and transport such grain in bulk, within a reasonable time, and load the same either upon its track, at its depot, or in any warehouse adjoining its track or side track, without distinction, discrimination or favor between one shipper and another, and without distinction or discrimination as to the manner in which such grain is offered to it for transportation, or as to the person, warehouse or place to whom or to which it may be consigned.

**WEIGHING IN—RECEIPT.]** And at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or bill of lading for such grain, in which shall be stated the true and correct weight.

**WEIGHING OUT—SHRINKAGE.]** And such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same.

**DAMAGES.]** In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered.

**EVIDENCE—SHORTAGE.]** If any such corporation shall, upon the receipt by it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain so shipped, shall be taken as true, as to the amount so shipped, and in case of the neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same, as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent having personal knowledge of the weight thereof, shall be taken as true, as to the amount delivered. And if, by such statements, it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value of such shortage, at the time and place when and where the same should have been delivered. [See § 70.]

**119. SCALES—WEIGHING—PENALTIES.]** § 2. At all stations or places from which the shipments of grain by the road of such corporation shall have amounted during the previous year to fifty thousand (50,000) bushels or more, such corporation shall, when required so to do by the persons who are the shippers of the major part of said fifty thousand bushels of grain, erect and keep in good condition for use, and use in weighing grain to be shipped over its road, true and correct scales, of proper structure and capacity for the weighing of grain by car load in their cars after the same shall have been loaded. Such corporation shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales when required to do so as aforesaid, or shall neglect or refuse to weigh in the manner aforesaid any grain shipped in bulk from any station or place, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain shipped, shall be taken as true as to the amount so shipped. In case any railroad corporation shall neglect or refuse to comply with any of the requirements of section first, second and fifth of this act, it shall, in addition to the penalties therein provided, forfeit and pay for every such offense and for each and every day such refusal or neglect is continued the sum of one hundred dollars (\$100), to be recovered in an action of debt before any justice of the peace, in the name of the People of the State of Illinois, such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution, including such reasonable attorney's fees as may be assessed by the justice before whom the case may be tried. [As amended by act approved May 18, 1877. In force July 1, 1877. L. 1877, p. 168#.

**120. DELIVERY—PENALTY.]** § 3. Every railroad corporation which shall receive any grain in bulk for transportation to any place within the State, shall transport and deliver the same to any consignee, elevator, warehouse, or place to whom or to which it may be consigned or directed: *Provided*, such person, warehouse or place can be reached by any track owned, leased or used, or which can be used by such corporation; and every such corporation shall permit connections to be made and maintained with its track to and from any and all public warehouses where grain is or may be stored. Any such corporation neglecting or refusing to comply with the requirements of this section, shall be liable to all persons injured thereby for all damages which they may sustain on that account, whether such damages result from any depreciation in the value of such property by such neglect or refusal to deliver such grain as directed, or in loss to the proprietor or manager of any public warehouse to which it is directed to be delivered, and costs of suit, including such reasonable attorney's fees as shall be taxed by the court. And in case of any second or later refusal of such railroad corporation to comply with the requirements of this section, such corporation shall be by the court, in the action on which such failure or refusal shall be found, adjudged to pay, for the use of the people of this State, a sum of not less than \$1,000, nor more than \$5,000, for each and every such failure or refusal, and this may be a part of the judgment of the court in any second or later proceeding against such corporation. In case any railroad corporation shall be found guilty of having violated, failed or omitted to observe and comply with the requirements of this section, or any part thereof, three or more times, it shall be lawful for any person interested to apply to a Court of Chancery and obtain the appointment of a receiver to take charge of and manage such railroad corporation until all damages, penalties, costs and expenses adjudged against such corporation for any and every violation shall, together with interest, be fully satisfied.

**121. RIGHT TO CHANGE CONSIGNMENT.]** § 4. All consignments of grain to any elevator or public warehouse shall be held to be temporary and subject to change by the consignee or consignor at any time previous to the actual unloading of such property from the cars in which it is transported.

\* NOTE.—The act amending this section contains the following:

§ 2. All parts of said section in conflict with section one of this act are hereby repealed

Notice of any change in consignment may be served by the consignee on any agent of the railroad corporation having the property in possession who may be in charge of the business of such corporation at the point where such property is to be delivered; and if, after such notice, and while the same remains uncanceled, such property is delivered in any way different from such altered or changed consignment, such railroad corporation shall, at the election of the consignee or person entitled to control such property, be deemed to have illegally appropriated such property to its own use, and shall be liable to pay the owner or consignee of such property double the value of the property so appropriated; and no extra charge shall be permitted by the corporation having the custody of such property, in consequence of such change of consignment.

**122. RECEIVING ON TRACK—RIGHTS OF OWNERS SAVED.]** § 5. Any consignee or person entitled to receive the delivery of grain transported in bulk by any railroad, shall have twenty-four hours, free of expense, after actual notice of arrival by the corporation to the consignee, in which to remove the same from the cars of such railroad corporation, if he shall desire to receive it from the cars on the track, which twenty-four hours shall be held to embrace such time as the car containing such property is placed and kept by such corporation in a convenient and proper place for unloading. And it shall not be held to have been placed in a proper place for unloading, unless it can be reached by the consignee, or person entitled to receive it, with teams or other suitable means for removing the property from the car, and reasonably convenient to the depot of such railroad corporation at which it is accustomed to receive and unload merchandise consigned to that station or place. Nothing herein contained, however, shall be held to authorize the changing of any consignment of grain, except as to the place at which it is to be delivered or unloaded, nor shall such change of consignment, in any degree, affect the ownership or control of property in any other way.

**123. RECEIPT AND DELIVERY AT CROSSINGS, ETC.]** § 6. Every railroad corporation organized or doing business under the laws of this State, or authority thereof, shall receive and deliver all grain consigned to its care for transportation at the crossings and junctions of all other railroads, canals and navigable rivers. Any violation of this section shall render any such railroad corporation subject to the same penalty as contained in section 3 of this act.

[§ 7, repeal omitted. See "Statutes," ch. 131, § 5.]

## EXTORTION AND UNJUST DISCRIMINATION.

AN ACT to prevent extortion and unjust discrimination in the rates charged for the transportation of passengers and freights on railroads in this State and to punish the same, and prescribe a mode of procedure and rules of evidence in relation thereto, and to repeal an act entitled "An act to prevent unjust discriminations and extortions in the rates to be charged by the different railroads in this State for the transportation of freights on said roads," approved April 7, A. D. 1871. [Approved May 2, 1873. In force July 1, 1873.]

**124. EXTORTION.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* If any railroad corporation, organized or doing business in this State under any act of incorporation, or general law of this State, now in force or which may hereafter be enacted, or any railroad corporation organized, or which may hereafter be organized under the laws of any other State, and doing business in this State, shall charge, collect, demand or receive more than a fair and reasonable rate of toll or compensation for the transportation of passengers or freight, of any description, or for the use and transportation of any railroad car upon its track, or any of the branches thereof, or upon any railroad within this State which it has the right, license or permission to use, operate or control, the same shall be deemed guilty of extortion, and upon conviction thereof shall be dealt with as hereinafter provided. [See Const., art. 11, § 15.]



**125. UNJUST DISCRIMINATION.]** § 2. If any such railroad corporation aforesaid shall make any unjust discrimination in its rates or charges of toll or compensation for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its said road, or upon any of the branches thereof, or upon any railroads connected therewith, which it has the right, license or permission to operate, control or use, within this State, the same shall be deemed guilty of having violated the provisions of this act, and upon conviction thereof shall be dealt with as hereinafter provided. [See Const., article 11, § 15. *C. B. & Q. R. R. Co. v. The People*, 77 Ill., 443; *C. & A. R. R. Co. v. C. V. & W. Coal Co.*, 79 Ill., 121; *C. B. & Q. R. R. Co. v. Cntrs et al.*, 9 Legal News, 200; *Winona & St. Peter R. R. Co. v. Blake et al.*, 9 Legal News, 212; *McDuffee v. Portland & Rochester R. R. Co.*, 6 Legal News, 10; *C. & N. W. Ry. C. v. Fuller*, 6 Legal News, 133.

**126 EVIDENCE.]** § 3. If any such railroad corporation shall charge, collect or receive, for the transportation of any passenger, or freight of any description, upon its railroad, for any distance, within this State, the same, or a greater amount of toll or compensation than is at the same time charged, collected or received for the transportation, in the same direction, of any passenger, or like quantity of freight of the same class, over a greater distance of the same railroad; or if it shall charge, collect or receive, at any point upon its railroad, a higher rate of toll or compensation for receiving, handling or delivering freight of the same class and quantity, then it shall, at the same time, charge, collect or receive at any other point upon the same railroad; or if it shall charge, collect or receive for the transportation of any passenger, or freight of any description, over its railroad, a greater amount as toll or compensation than shall, at the same time, be charged, collected or received by it for the transportation of any passenger, or like quantity of freight of the same class, being transported in the same direction, over any portion of the same railroad, of equal distance; or if it shall charge, collect or receive from any person or persons, a higher or greater amount of toll or compensation than it shall, at the same time, charge, collect, or receive from any other person or persons for receiving, handling or delivering freight of the same class and like quantity, at the same point upon its railroad; or if it shall charge, collect or receive from any person or persons, for the transportation of any freight upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the transportation of the like quantity of freight of the same class, being transported from the same point, in the same direction, over equal distances of the same railroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, for any distance, the same or a greater amount of toll or compensation than it at the same time charged, collected or received from any other person or persons, for the use and transportation of any railroad car of the same class or number, for a like purpose, being transported in the same direction, over a greater distance of the same railroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the use and transportation of any railroad car or cars of the same class or number, for a like purpose, being transported from the same point in the same direction, over an equal distance of the same railroad; all such discriminating rates, charges, collections or receipts, whether made directly, or by means of any rebate, drawback, or other shift or evasion, shall be deemed and taken, against such railroad corporation as *prima facie* evidence of the unjust discriminations prohibited by the provisions of this act; and it shall not be deemed a sufficient excuse or justification of such discriminations on the part of such railroad corporation, that the railway station or point at which it shall charge, collect or receive the same or less rates of toll or compensation, for the transportation of such passenger or freight, or for the use and transportation of such railroad car the greater distance, than for the shorter distance, is a railway station or point at which there exists competition with any other railroad or means of transportation. This section shall not be construed so

as to exclude other evidence tending to show any unjust discrimination in freight and passenger rates. The provisions of this section shall extend and apply to any railroad, the branches thereof, and any road or roads which any railroad corporation has the right, license or permission to use, operate or control, wholly or in part within this State: *Provided, however*, that nothing herein contained shall be so construed as to prevent railroad corporations from issuing commutation, excursion or thousand-mile tickets, as the same are now issued by such corporations.

**127. PENALTIES.] § 4.** Any such railroad corporation guilty of extortion, or of making any unjust discrimination as to passenger or freight rates, or the rates for the use and transportation of railroad cars, or in receiving, handling or delivering freights, shall upon conviction thereof, be fined in any sum not less than one thousand dollars (\$1,000), nor more than five thousand dollars (\$5,000), for the first offense; and for the second offense not less than five thousand dollars (\$5,000), nor more than ten thousand dollars (\$10,000), and for the third offense not less than ten thousand dollars (\$10,000), nor more than twenty thousand dollars (\$20,000); and for every subsequent offense and conviction thereof, shall be liable to a fine of twenty-five thousand dollars (\$25,000): *Provided*, that in all cases under this act either party shall have the right of trial by jury. [See "Quo Warranto," ch. 112, § 1, 6.]

**128. PROCEEDINGS TO RECOVER FINES.] § 5.** The fines hereinbefore provided for may be recovered in an action of debt, in the name of the People of the State of Illinois, and there may be several counts joined in the same declaration as to extortion and unjust discrimination, and as to passenger and freight rates, and rates for the use of transportation of railroad cars, and for receiving, handling or delivering freights. If, upon the trial of any cause instituted under this act, the jury shall find for the people, they shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than one thousand dollars (\$1,000) nor more than five thousand dollars (\$5,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been once before convicted of a violation of the provisions of this act, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than five thousand dollars (\$5,000) nor more than ten thousand dollars (\$10,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been twice before convicted of a violation of the provisions of this act, with respect to extortion or unjust discrimination, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than ten thousand dollars (\$10,000) nor more than twenty thousand dollars (\$20,000); and in like manner, for every subsequent offense and conviction, such defendant shall be liable to a fine of twenty-five thousand dollars (\$25,000): *Provided*, that in all cases under the provisions of this act, a preponderance of evidence in favor of the people shall be sufficient to authorize a verdict and judgment for the people.

**129. DAMAGES.] § 6.** If any such railroad corporation shall, in violation of any of the provisions of this act, ask, demand, charge or receive of any person or corporation any extortionate charge or charges for the transportation of any passengers, goods, merchandise or property, or for receiving, handling or delivering freights, or shall make any unjust discrimination against any person or corporation in its charges therefor, the person or corporation so offended against may, for each offense, recover of such railroad corporation, in any form of action, three times the amount of the damages sustained by the party aggrieved, together with cost of suit and a reasonable attorney's fee, to be fixed by the court where the same is heard, on appeal or otherwise, and taxed as a part of the costs of the case.

**130. DUTIES OF RAILROAD AND WAREHOUSE COMMISSIONERS.] § 7.** It shall be the duty of the Railroad and Warehouse Commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this State, and to visit the various stations upon the line of each railroad for that purpose, as often as practicable; and when-

ever the facts, in any manner ascertained by said commissioners, shall in their judgment warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Such suits and prosecutions may be instituted in any county in this State through or into which the line of the railroad corporation sued for violating this act may extend. And such Railroad and Warehouse Commissioners are hereby authorized, when the facts of the case presented to them shall, in their judgment, warrant the commencement of such action, to employ counsel to assist the Attorney-General in conducting such suit on behalf of the State. No such suits commenced by said commissioners shall be dismissed, except said Railroad and Warehouse Commissioners and the Attorney-General shall consent thereto.

**131. SCHEDULES.]** § 8. The Railroad and Warehouse Commissioners are hereby directed to make, for each of the railroad corporations doing business in this State, as soon as practicable, a schedule of reasonable maximum rates of charges for the transportation of passengers and freights, and cars of each of said railroads; and said schedule shall in all suits brought against such railroad corporations wherein is, in any way involved the charges of any such railroad corporation for the transportation of any passenger or freight, or cars, or unjust discrimination in relation thereto; be deemed and taken in all courts of this State as *prima facie* evidence that the rates therein fixed, are reasonable maximum rates of charges for the transportation of passengers and freights, and cars upon the railroads for which said schedules may have been respectively prepared. Said commissioners shall, from time to time, as often as circumstances may require, change and revise said schedules. When any schedule shall have been made or revised, as aforesaid, it shall be the duty of said commissioners to have the same printed by the State printer under the contract governing the State printing, and said commissioners shall furnish two copies of such printed schedule to the president, general superintendent or receiver of each railroad company or corporation doing business in this State. All such schedules heretofore or hereafter made, shall be received and held in all such suits as *prima facie* the schedules of said commissioners, without further proof than the production of the schedule desired to be used as evidence, with a certificate of the Railroad and Warehouse Commissioners that the same is a true copy of a schedule prepared by them for the railroad company or corporation therein named. [As amended by act approved June 30, 1885. In force July 1, 1885. L. 1885.]

**132. EVIDENCE—FINES—PRACTICE.]** § 10. In all cases under the provisions of this act, the rules of evidence shall be the same as in other civil actions, except as hereinbefore otherwise provided. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person collecting the same, in the manner now provided by law, to be used for county purposes. The remedies hereby given shall be regarded as cumulative to the remedies now given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies. Suits commenced under the provisions of this act shall have precedence over all other business, except criminal business.

**133. "RAILROAD CORPORATION" DEFINED.]** § 11. The term "railroad corporation," contained in this act, shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate any railroad, in whole or in part, in this State; and the provisions of this act shall apply to all persons, firms and companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon any of the lines of railways in this State (street railways excepted) the same as to railroad corporations hereinbefore mentioned.

[§ 12, repeal, omitted, See "Statutes," ch. 131, § 5.]

## WAREHOUSES.

AN ACT to regulate public warehouses and the warehousing and inspection of grain, and to give effect to article thirteen of the Constitution of this State. [Approved April 25, 1871. In force July 1, 1871. L. 1871-2, p. 762.

**134. CLASSIFIED.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That public warehouses, as defined in Article 13 of the Constitution of this State, shall be divided into three classes, to be designated as classes A, B and C, respectively.

**135. CLASSES DEFINED.] § 2.** Public warehouses of class A shall embrace all warehouses, elevators and granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which grain is stored in such a manner that the identity of different lots or parcels cannot be accurately preserved, such warehouses, elevators or granaries being located in cities having not less than 100,000 inhabitants. Public warehouses of class B shall embrace all other warehouses, elevators or granaries in which grain is stored in bulk, and in which grain of different owners is mixed together. Public warehouses of class C shall embrace all other warehouses or places where property of any kind is stored for a consideration.

**136. LICENSE.] § 3.** The proprietor, lessee or manager of any public warehouse of class A shall be required, before transacting any business in such warehouse, to procure from the Circuit Court of the county in which such warehouse is situated, a license, permitting such proprietor, lessee or manager to transact business as a public warehouseman under the laws of this State, which license shall be issued by the clerk of said court upon a written application, which shall set forth the location and name of such warehouse, and the individual name of each person interested as owner or principal in the management of the same; or, if the warehouse be owned or managed by a corporation, the names of the president, secretary and treasurer of such corporation shall be stated; and the said license shall give authority to carry on and conduct the business of a public warehouse of class A in accordance with the laws of this State, and shall be revocable by said court upon a summary proceeding before the court, upon complaint of any person in writing, setting forth the particular violation of law, and upon satisfactory proof, to be taken in such manner as may be directed by the court. [See § 162. *Munn et al. v. The People*, 6 Legal News, 165 and 173, and 9 *Ib.*, 199.

**137. BOND.] § 4.** The person receiving a license as herein provided, shall file with the clerk of the court granting the same, a bond to the People of the State of Illinois, with good and sufficient surety, to be approved by said court, in the penal sum of \$10,000, conditioned for the faithful performance of his duty as a public warehouseman of class A, and his full and unreserved compliance with all laws of this State in relation thereto.

**138. PENALTY FOR DOING BUSINESS WITHOUT LICENSE.] § 5.** Any person who shall transact the business of a public warehouse of class A without first procuring a license as herein provided, or who shall continue to transact any such business after such license has been revoked (save only that he may be permitted to deliver property previously stored in such warehouse), shall, on conviction, be fined in a sum not less than \$100 nor more than \$500 for each and every day such business is so carried on; and the court may refuse to renew any license, or grant a new one, to any of the persons whose license has been revoked, within one year from the time the same was revoked.

**139. NOT TO DISCRIMINATE—NOT TO MIX GRADE—RECEIPTS.] § 6.** It shall be the duty of every warehouseman of class A to receive for storage any grain that may be tendered to him, in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons desiring to avail themselves of warehouse facilities—such grain, in all cases, to be inspected and graded by a duly authorized inspector, and to be stored with grain of a similar grade, received at the same time, as near as may be. In no case shall grain of different grades be mixed together while in store; but, if the owner



or consignee so requests, and the warehouseman consents thereto, his grain of the same grade may be kept in a bin by itself, apart from that of the owners; which bin shall, thereupon, be marked and known as a "separate bin." If a warehouse receipt be issued for grain so kept separate, it shall state, on its face, that it is in a separate bin, and shall state the number of such bin; and no grain shall be delivered from such warehouses unless it be inspected on the delivery thereof by a duly authorized inspector of grain. Nothing in this section shall be so construed as to require the receipt of grain into any warehouse in which there is not sufficient room to accommodate or store it properly, or in cases where such warehouse is necessarily closed. [See § 135.

**140. MANNER OF ISSUING RECEIPTS.] § 7.** Upon application of the owner or consignee of grain stored in a public warehouse of class A, the same being accompanied with evidence that all transportation or other charges which may be a lien upon such grain, including charges for inspection, have been paid, the warehouseman shall issue to the person entitled thereto, a warehouse receipt therefor, subject to the order of the owner or consignee, which receipt shall bear date corresponding with the receipt of grain into store, and shall state upon its face the quantity and inspected grade of the grain, and that the grain mentioned in it has been received into store, to be stored with grain of the same grade by inspection, received at about the date of the receipt, and that it is deliverable upon the return of the receipt, properly indorsed by the person to whose order it was issued, and the payment of proper charges for storage. All warehouse receipts for grain, issued from the same warehouse, shall be consecutively numbered; and no two receipts, bearing the same number, shall be issued from the same warehouse during any one year, except in the case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original, and shall be plainly marked on its face "duplicate." If the grain was received from railroad cars, the number of each car shall be stated upon the receipt, with the amount it contained; if from canal boat or other vessel, the name of such craft; if from teams or by other means, the manner of its receipt shall be stated on its face.

**141. CANCELLING RECEIPTS.] § 8.** Upon the delivery of grain from store, upon any receipt, such receipt shall be plainly marked across its face with the word "cancelled," with the name of the person cancelling the same, and shall thereafter be void, and shall not again be put in circulation, nor shall grain be delivered twice upon the same receipt.

**142. FURTHER OF ISSUING AND CANCELING RECEIPTS.] § 8.** No warehouse receipt shall be issued, except upon the actual delivery of grain into store, in the warehouse from which it purports to be issued, and which is to be represented by the receipt; nor shall any receipt be issued for a greater quantity of grain than was contained in the lot or parcel stated to have been received; nor shall more than one receipt be issued for the same lot of grain, except in cases where receipts for a part of a lot are desired, and then the aggregate receipts for a particular lot shall cover that lot and no more. In cases where a part of the grain represented by the receipt is delivered out of store and the remainder is left, a new receipt may be issued for such remainder; but such new receipt shall bear the same date as the original, and shall state on its face that it is balance of receipt of the original number; and the receipt upon which a part has been delivered shall be cancelled in the same manner as if it had all been delivered. In case it be desirable to divide one receipt into two or more, or in case it be desirable to consolidate two or more receipts into one, and the warehouseman consent thereto, the original receipt shall be cancelled the same as if the grain had been delivered from store; and the new receipts shall express on their face that they are parts of other receipts, or a consolidation of other receipts, as the case may be; and the numbers of the original receipts shall also appear upon the new ones issued, as explanatory of the change, but no consolidation of receipts of dates differing more than ten days shall be permitted, and all new receipts issued for old ones cancelled, as herem provided, shall bear the same dates as those originally issued, as near as may be.

**143. NOT TO LIMIT LIABILITY.]** § 10. No warehouseman in this State shall insert in any receipt issued by him any language in anywise limiting or modifying his liabilities or responsibility, as imposed by the laws of this State.

**144. DELIVERY OF PROPERTY.]** § 11. On the return of any warehouse receipt issued by him, properly indorsed, and the tender of all proper charges upon the property represented by it, such property shall be immediately deliverable to the holder of such receipt, and it shall not be subject to any further charges for storage, after demand for such delivery shall have been made. Unless the property represented by such receipt shall be delivered within two business hours after such demand shall have been made, the warehouseman in default shall be liable to the owner of such receipt for damages for such default, in the sum of one cent per bushel, and, in addition thereto, one cent per bushel for each and every day of such neglect or refusal to deliver: *Provided*, no warehouseman shall be held to be in default in delivering if the property is delivered in the order demanded, and as rapidly as due diligence, care and prudence will justify. [See § 135.]

**145. POSTING GRAIN IN STORE—STATEMENT TO REGISTRAR—DAILY PUBLICATION—CANCELLED RECEIPTS.]** § 12. The warehouseman of every public warehouse of class A shall, on or before Tuesday morning of each week, cause to be made out, and shall keep posted up in the business office of his warehouse, in a conspicuous place, a statement of the amount of each kind and grade of grain in store in his warehouse at the close of business on the previous Saturday; and shall, also, on each Tuesday morning, render a similar statement, made under oath before some officer authorized by law to administer oaths, by one of the principal owners or operators thereof, or by the book-keeper thereof, having personal knowledge of the facts, to the Warehouse Registrar, appointed as hereinafter provided. They shall also be required to furnish daily, to the same Registrar, a correct statement of the amount of each kind and grade of grain received in store in each warehouse on the previous day; also, the amount of each kind and grade of grain delivered or shipped by such warehouseman during the previous day, and what warehouse receipts have been cancelled, upon which the grain has been delivered on such day, giving the number of each receipt, and amount, kind and grade of grain received and shipped upon each; also, how much grain, if any, was so delivered or shipped, and the kind and grade of it, for which warehouse receipts had not been issued, and when and how such unreceipted grain was received by them; the aggregate of such reported cancellations and delivery of unreceipted grain, corresponding in amount, kind and grade with the amount so reported, delivered or shipped. They shall also, at the same time, report what receipts, if any, have been cancelled and new ones issued in their stead, as herein provided for. And the warehouseman making such statements shall, in addition, furnish the said Registrar any information, regarding receipts issued or cancelled, that may be necessary to enable him to keep a full and correct record of all receipts issued and cancelled, and of grain received and delivered. [See § 152.]

[§ 13, repealed: § 152.]

**146. CHIEF INSPECTOR.]** § 14. § 1. It shall be the duty of the Governor to appoint, by and with the advice and consent of the Senate, a suitable person, who shall not be a member of the Board of Trade, and who shall not be interested, either directly or indirectly, in any warehouse in this State, a chief inspector of grain, who shall hold his office for the term of two years, unless sooner removed as hereinafter provided for, in every city or county in which is located a warehouse of class A or class B: *Provided*, that no such grain inspector for cities or counties in which are located warehouses of class B shall be appointed except upon the application and petition of two or more warehousemen doing a separate and distinct business, residing and doing business in such city or county, and when there shall be a legally organized Board of Trade in such cities or counties, such application and petition shall be officially endorsed by such Board of Trade before such application and petition shall be granted.

‘ 2. HIS DUTIES.] It shall be the duty of such chief inspector of grain to have a general supervision of the inspection of grain as required by this act

or laws of this State, under the advice and immediate direction of the Board of Commissioners of Railroads and Warehouses.

¶ 3. ASSISTANT INSPECTORS.] The said chief inspector shall be authorized to nominate to the Commissioners of Railroads and Warehouses such suitable persons, in sufficient number, as may be deemed qualified for assistant inspectors, who shall not be members of the Board of Trade, nor interested in any warehouse, and, also, such other employes as may be necessary to properly conduct the business of his office; and the said commissioners are authorized to make such appointments.

¶ 4. CHIEF INSPECTOR'S OATH AND BOND.] The chief inspector shall, upon entering upon the duties of his office, be required to take an oath, as in cases of other officers, and he shall execute a bond to the People of the State of Illinois, in the penal sum of fifty thousand dollars when appointed for any city in which is located a warehouse of class A, and ten thousand dollars when appointed for any other city or county, with sureties to be approved by the Board of Commissioners of Railroads and Warehouses, with a condition therein that he will faithfully and strictly discharge the duties of his said office of inspector according to law, and the rules and regulations prescribing his duties; and that he will pay all damages to any person or persons who may be injured by reason of his neglect, refusal or failure to comply with law, and the rules and regulations aforesaid.

¶ 5. ASSISTANT INSPECTOR'S OATH AND BOND.] And each assistant inspector shall take a like oath; execute a bond in the penal sum of five thousand dollars, with like conditions, and to be approved in like manner as is provided in case of the chief inspector, which said several bonds shall be filed in the office of said commissioners; and suit may be brought upon said bond or bonds in any court having jurisdiction thereof, in the county where the plaintiff or defendant resides, for the use of the person or persons injured.

¶ 6. RULES FOR INSPECTION—CHARGES.] The chief inspector of grain, and all assistant inspectors of grain, and other employes in connection therewith, shall be governed in their respective duties by such rules and regulations as may be prescribed by the Board of Commissioners of Railroads and Warehouses; and the said Board of Commissioners shall have full power to make all proper rules and regulations for the inspection of grain; and shall, also, have power to fix the rate of charges for the inspection of grain, and the manner in which the same shall be collected; which charges shall be regulated in such a manner as will, in the judgment of the commissioners, produce sufficient revenue to meet the necessary expenses of the service of inspection, and no more.

¶ 7. PAY OF INSPECTOR AND ASSISTANTS, ETC.] It shall be the duty of the said Board of Commissioners to fix the amount of compensation to be paid to the chief inspector, assistant inspectors, and all other persons employed in the inspection service, and prescribe the time and manner of their payment.

¶ 8. APPOINTMENT OF REGISTRAR AND ASSISTANTS.] The said Board of Commissioners of Railroads and Warehouses are hereby authorized to appoint a suitable person as warehouse registrar, and such assistants as may be deemed necessary to perform the duties imposed upon such registrar by the provisions of this act.

¶ 9. GENERAL SUPERVISION—PAY, ETC.] The said Board of Commissioners shall have and exercise a general supervision and control of such appointees; shall prescribe their respective duties; shall fix the amount of their compensation and the time and manner of its payment.

¶ 10. REMOVAL FROM OFFICE.] Upon the complaint, in writing, of any person, to the said Board of Commissioners, supported by reasonable and satisfactory proof, that any person appointed or employed under the provisions of this section has violated any of the rules prescribed for his government, has been guilty of any improper official act, or has been found insufficient or incompetent for the duties of his position, such person shall be immediately removed from his office or employment by the same authority that appointed him; and his place shall be filled, if necessary, by a new appointment: or, in



case it shall be deemed necessary to reduce the number of persons so appointed or employed, their term of service shall cease under the orders of the same authority by which they were appointed or employed.

¶ 11. EXPENSES—HOW PAID.] All necessary expenses incident to the inspection of grain, and to the office of registrar economically administered, including the rent of suitable offices, shall be deemed expenses of the inspection service, and shall be included in the estimate of expenses of such inspection service, and shall be paid from the funds collected for the same. [As amended by act approved and in force May 28, 1879. L. 1879, p. 226.]

147. RATES OF STORAGE.] § 15. Every warehouseman of public warehouses of class A shall be required, during the first week in January of each year, to publish in one or more of the newspapers (daily, if there be such,) published in the city in which such warehouse is situated, a table or schedule of rates for the storage of grain in his warehouse during the ensuing year, which rates shall not be increased (except as provided for in section 16 of this act) during the year; and such published rates, or any published reduction of them, shall apply to all grain received into such warehouse from any person or source, and no discrimination shall be made, directly or indirectly, for or against any charges made by such warehouseman for the storage of grain. The maximum charge for storage and handling of grain, including the cost of receiving and delivering, shall be, for the first ten days or part thereof, one and one-quarter (1¼) cents per bushel, and for each ten days or part thereof after the first ten days, one-half of one cent per bushel: *Provided, however*, that grain damp, or liable to early damage, as indicated by its inspection when received, may be subject to two cents per bushel storage for the first ten days and for each additional five days or part thereof not exceeding one-half of one cent per bushel: *Provided, further*, that where grain has been received in any such warehouse prior to the first day of March, 1877, under any express or implied contract to pay and receive rates of storage different from those prescribed by law, or where it has been received under any custom or usage prior to said day to pay or receive rates of storage different from the rates fixed by law, it shall be lawful for any owner or manager of such warehouse to receive and collect such agreed or customary rates. [As amended by act approved May 21, 1877, in force July 1, 1877. L. 1877, p. 169.]

148. LOSS BY FIRE HEATING—ORDER OF DELIVERY—GRAIN OUT OF CONDITION.] § 16. No public warehouseman shall be held responsible for any loss or damage to property from fire, while in his custody, provided reasonable care and vigilance be exercised to protect and preserve the same; nor shall he be held liable for damage to grain by heating, if it can be shown that he has exercised proper care in handling and storing the same, and that such heating or damage was the result of causes beyond his control; and, in order that no injustice may result to the holder of grain in any public warehouse of classes A or B, it shall be deemed the duty of such warehouseman to dispose of by delivery or shipping, in the ordinary and legal manner of so delivering, that grain of any particular grade which was first received by them, or which has been for the longest time in store in his warehouse; and, unless public notice has been given that some portion of the grain in his warehouse is out of condition, or becoming so, such warehouseman shall deliver grain of quality equal to that received by him, on all receipts as presented. In case, however, any warehouseman of classes A or B shall discover that any portion of the grain in his warehouse is out of condition, or becoming so, and it is not in his power to preserve the same, he shall immediately give public notice, by advertisement in a public newspaper in the city in which such warehouse is situated, and by posting a notice in the most public place (for such a purpose) in such city, of its actual condition, as near as he can ascertain it; shall state in such notice the kind and grade of the grain, and the bins in which it is stored; and shall also state in such notice the receipts outstanding upon which such grain will be delivered, giving the numbers, amounts and dates of each—which receipts shall be those of the oldest dates then in circulation or uncancelled, the grain represented by which has not previously been declared or receipted for as out of condition, or if the grain longest in store has not been receipted for, he shall so state, and shall give the name of the party for whom such grain was stored, the date it was received, and the

amount of it; and the enumeration of receipts and identification of grain so discredited shall embrace, as near as may be, as great a quantity of grain as is contained in such bins; and such grain shall be delivered upon the return and cancellation of the receipts, and the unreceipted grain upon the request of the owner or person in charge thereof. Nothing herein contained shall be held to relieve the said warehouseman from exercising proper care and vigilance in preserving such grain after such publication of its condition; but such grain shall be kept separate and apart from all direct contact with other grain, and shall not be mixed with other grain while in store in such warehouse. Any warehouseman guilty of any act or neglect, the effect of which is to depreciate property stored in the warehouse under his control, shall be held responsible as at common law, or upon the bond of such warehouseman, and in addition thereto, the license of such warehouseman, if his warehouse be of class A, shall be revoked. Nothing in this section shall be so construed as to permit any warehouseman to deliver any grain stored in a special bin, or by itself, as provided in this act, to any but the owner of the lot, whether the same be represented by a warehouse receipt or otherwise. In case the grain declared out of condition, as herein provided for, shall [not] be removed from store by the owner thereof within two months from the date of the notice of its being out of condition, it shall be lawful for the warehouseman where the grain is stored to sell the same at public auction, for account of said owner, by giving ten days' public notice, by advertisement in a newspaper (daily, if there be such,) published in the city or town where such warehouse is located.

**149. TAMPERING WITH GRAIN STORED—PRIVATE BINS—DRYING, CLEANING, MOVING.]** § 17. It shall not be lawful for any public warehouseman to mix any grain of different grades together, or to select different qualities of the same grade for the purpose of storing or delivering the same, nor shall he attempt to deliver grain of one grade for another, or in any way tamper with grain while in his possession or custody, with a view of securing any profit to himself or any other person; and in no case, even of grain stored in a separate bin, shall he be permitted to mix grain of different grades together while in store. He may, however, on request of the owner of any grain stored in a private bin, be permitted to dry, clean, or otherwise improve the condition or value of any such lot of grain; but in such case it shall only be delivered as such separate lot, or as the grade it was originally when received by him, without reference to the grade it may be as improved by such process of drying or cleaning. Nothing in this section, however, shall prevent any warehouseman from moving grain while within his warehouse for its preservation or safe keeping. [See § 125.]

**150. EXAMINATION OF GRAIN AND SCALES—INCORRECT SCALES.]** § 18. All persons owning property, or who may be interested in the same, in any public warehouse, and all duly authorized inspectors of such property, shall at all times, during ordinary business hours, be at full liberty to examine any and all property stored in any public warehouse in this State, and all proper facilities shall be extended to such person by the warehouseman, his agents and servants, for an examination; and all parts of public warehouses shall be free for the inspection and examination of any person interested in property stored therein, or of any authorized inspector of such property. And all scales used for the weighing of property in public warehouses shall be subject to examination and test by any duly authorized inspector or sealer of weights and measures, at any time when required by any person or persons, agent or agents, whose property has been or is to be weighed on such scales—the expense of such test by an inspector or sealer to be paid by the warehouse proprietor if the scales are found incorrect, but not otherwise. Any warehouseman who may be guilty of continuing to use scales found to be in an imperfect or incorrect condition by such examination and test, until the same shall have been pronounced correct and properly sealed, shall be liable to be proceeded against as hereinafter provided. [See § 165-6. "Weights and Measures," ch. 146, § 14. "Criminal Code," ch. 38, § 101.]

**151. GRAIN MUST BE INSPECTED.]** § 19. In all places where there are legally appointed inspectors of grain, no proprietor or manager of a public warehouse of class B shall be permitted to receive any grain and mix the same with the grain of other owners, in the storage thereof, until the same shall have been inspected and graded by such inspector.

**152. ASSUMING TO ACT AS INSPECTOR.]** § 20. Any person who shall assume to act as an inspector of grain, who has not first been so appointed and sworn, shall be held to be an imposter, and shall be punished by a fine of not less than \$50 nor more than \$100 for each and every attempt to so inspect grain, to be recovered before a justice of the peace.

**MISCONDUCT OF INSPECTOR—INFLUENCING.]** Any duly authorized inspector of grain who shall be guilty of neglect of duty, or who shall knowingly or carelessly inspect or grade any grain improperly, or who shall accept any money or other consideration, directly or indirectly, for any neglect of duty, or the improper performance of any duty as such inspector of grain, and any person who shall improperly influence any inspector of grain in the performance of his duties as such inspector, shall be deemed guilty of a misdemeanor, and, on conviction, shall be fined in a sum not less than \$100 nor more than \$1,000, in the discretion of the court, or shall be imprisoned in the county jail not less than three nor more than twelve months, or both, in the discretion of the court.

**153. OWNER, ETC., DISSATISFIED WITH INSPECTION—HIS RIGHTS.]** § 21. In case any owner or consignee of grain shall be dissatisfied with the inspection of any lot of grain, or shall, from any cause, desire to receive his property without its passing into store, he shall be at liberty to have the same withheld from going into any public warehouse (whether the property may have previously been consigned to such warehouse or not), by giving notice to the person or corporation in whose possession it may be at the time of giving such notice: and such grain shall be withheld from going into store, and be delivered to him, subject only to such proper charges as may be a lien upon it prior to such notice. The grain, if in railroad cars, to be removed therefrom by such owner or consignee within twenty-four hours after such notice has been given to the railroad company having it in possession: *Provided*, such railroad company place the same in a proper and convenient place for unloading: and any person or corporation refusing to allow such owner or consignee to so receive his grain shall be deemed guilty of conversion, and shall be liable to pay such owner or consignee double the value of the property so converted. Notice that such grain is not to be delivered into store may also be given to the proprietor or manager of any warehouse into which it would otherwise have been delivered, and if, after such notice, it be taken into store in such warehouse, the proprietor or manager of such warehouse shall be liable to the owner of such grain for double its market value.

**154. COMBINATION.]** § 22. It shall be unlawful for any proprietor, lessee or manager of any public warehouse, to enter into any contract, agreement, understanding, or combination, with any railroad company or other corporation, or with any individual or individuals, by which the property of any person is to be delivered to any public warehouse for storage or for any other purpose, contrary to the direction of the owner, his agent, or consignee. Any violation of this section shall subject the offender to be proceeded against as provided in section 23 of this act.

**155. SUITS.]** § 23. If any warehouseman of class A shall be guilty of a violation of any of the provisions of this act, it shall be lawful for any person injured by such violation to bring suit in any court of competent jurisdiction upon the bond of such warehouseman, in the name of the People of the State of Illinois, to the use of such person. In all criminal prosecutions against a warehouseman, for the violation of any of the provisions of this act, it shall be the duty of the prosecuting attorney of the county in which such prosecution is brought, to prosecute the same to a final issue, in the name and on behalf of the People of the State of Illinois.

**156. WAREHOUSE RECEIPT NEGOTIABLE.]** § 24. Warehouse receipts for property stored in any class of public warehouses, as herein described, shall be transferable by the indorsement of the party to whose order such receipt

may be issued, and such indorsement shall be deemed a valid transfer of the property represented by such receipt, and may be made either in blank or to the order of another. All warehouse receipts for property stored in public warehouses of class C shall distinctly state on their face the brand or distinguishing marks upon such property.

**157. FALSE RECEIPTS—FRAUDULENT REMOVAL.]** § 25. Any warehouseman of any public warehouse who shall be guilty of issuing any warehouse receipt for any property not actually in store at the time of issuing such receipt, or who shall be guilty of issuing any warehouse receipt in any respect fraudulent in its character, either as to its date, or the quantity, quality, or inspected grade of such property, or who shall remove any property from store (except to preserve it from fire or other sudden danger), without the return and cancellation of any and all outstanding receipts that may have been issued to represent such property, shall, when convicted thereof, be deemed guilty of a crime, and shall suffer, in addition to any other penalties prescribed by this act, imprisonment in the penitentiary for not less than one, and not more than ten years. [Restricted as to receipts issued before October 8, 1871. L. 1871-2, p. 774. See "Criminal Code," ch. 38, § 124, 125.]

**158. COMMON LAW REMEDY SAVED.]** § 26. Nothing in this act shall deprive any person of any common law remedy now existing.

**159. PRINTED COPY OF ACT POSTED.]** § 27. All proprietors or managers of public warehouses shall keep posted up at all times, in a conspicuous place in their business offices, and in each of their warehouses, a printed copy of this act.

**160. REPEAL.]** § 28. All acts or parts of acts inconsistent with this act are hereby repealed.

AN ACT to amend an act entitled "An act to regulate public warehouses and the warehousing and the inspection of grain, and to give effect to article thirteen (13) of the Constitution of the State," approved April 25, 1871, in force July 1, 1871, and to establish a committee of appeals, and prescribe their duties. [Approved April 15, 1873. In force July 1, 1873.]

**161. COMMISSIONERS TO ESTABLISH GRADES.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That the Board of Railroad and Warehouse Commissioners shall establish a proper number and standard of grades for the inspection of grain, and may alter or change the same from time to time: *Provided*, no modification or change of grades shall be made, or any new ones established, without public notice being given of such contemplated change, for at least twenty days prior thereto, by publication in three daily newspapers printed in each city containing warehouses of class A: *And, provided, further*, that no mixture of old and new grades, even though designated by the same name or distinction, shall be permitted while in store.

**162. COMMITTEE OF APPEALS.]** § 2. Within twenty days after this act takes effect, the Board of Railroad and Warehouse Commissioners shall appoint three discreet and competent persons to act as a committee of appeals, in every city wherein is located a warehouse of class A, who shall hold their office for one year and until their successors are appointed. And every year thereafter a like committee of appeals shall be appointed by said commissioners, who shall hold their office for one year and until their successors are appointed: *Provided*, said commissioners shall have power, in their discretion, to remove from office any member of said committee at any time, and fill vacancies thus created by the appointment of other discreet persons.

**163. APPEALS—NOTICES.]** § 3. In all matters involving doubt on the part of the chief inspector, or any assistant inspector, as to the proper inspection of any lot of grain, or in case any owner, consignee or shipper of grain, or any warehouse manager, shall be dissatisfied with the decision of the chief inspector or any assistant inspector, an appeal may be made to said committee of appeals, and the decision of a majority of said committee shall be final. Said Board of Commissioners are authorized to make all necessary rules governing the manner of appeals as herein provided. And all complaints in regard to the inspection of grain, and all notices requiring the ser-



vices of the committee of appeals, may be served on said committee, or may be filed with the warehouse registrar of said city, who shall immediately notify said committee of the fact, and who shall furnish said committee with such clerical assistance as may be necessary for the proper discharge of their duties. It shall be the duty of said committee, on receiving such notice, to immediately act on and render a decision in each case.

**164. COMMITTEE OF APPEALS—OATH—BOND—WHO MAY SERVE ON.]** § 4. The said committee of appeals shall, before entering upon the duties of their office, take an oath, as in case of other inspectors of grain, and shall execute a bond in the penal sum of five thousand dollars: with like conditions as is provided in the case of other inspectors of grain, which said bonds shall be subject to the approval of the Board of Railroad and Warehouse Commissioners. *It is further provided*, that the salaries of said committee of appeals shall be fixed by the Board of Railroad and Warehouse Commissioners, and be paid from the inspection fund, or by the party taking the appeal, under such rules as the commission shall prescribe; and all necessary expenses incurred in carrying out the provisions of this act, except as herein otherwise provided, shall be paid out of the funds collected for the inspection service upon the order of the commissioners: *Provided*, that no person shall be appointed to serve on the committee of appeals who is a purchaser of, or a receiver of grain, or other articles to be passed upon by said committee. [As amended by act approved June 26, 1885. In force July 1, 1885. L. 1885.]

**165. "REGISTERED FOR COLLECTION"—INSPECTION FEES.]** § 5. No grain shall be delivered from store from any warehouse of class A, for which, or representing which, warehouse receipts shall have been issued, except upon the return of such receipts stamped or otherwise plainly marked by the warehouse register with the words "registered for collection" and the date thereof; and said Board of Commissioners shall have power to fix the rates of charges for the inspection of grain, both into and out of warehouse; which charges shall be a lien upon all grain so inspected, and may be collected of the owners, receivers or shippers of such grain, in such manner as the said commissioners may prescribe.

**166. REPEAL.]** § 6. Section 13 of the act to which this is an amendment, is hereby repealed: *Provided*, the provisions contained in said section shall remain in force until the grades for the inspection of grain shall have been established by the commissioners, as provided by section 1, of this act. [Grades fixed by commissioners July 1, 1873.]

## RAILROAD AND WAREHOUSE COMMISSIONERS.

AN ACT to establish a Board of Railroad and Warehouse Commissioners, and prescribe their powers and duties. [Approved April 13, 1871. In force July 1, 1871. L. 1871-2, p. 618.]

**167. APPOINTMENT—TERM.]** § 1. *Be it enacted by the People of the State of Illinois represented in the General Assembly*, That a commission which shall be styled "Railroad and Warehouse Commission," shall be appointed as follows. Within twenty days after this act shall take effect, the Governor shall appoint three persons as such commissioners, who shall hold their office until the next meeting of the General Assembly, and until their successors are appointed and qualified. At the next meeting of the General Assembly, and every two years thereafter, the Governor, by and with the advice and consent of the Senate, shall appoint three persons as such commissioners, who shall hold their offices for the term of two years from the first day of January in the year of the appointment, and until their successors are appointed and qualified.

**168. QUALIFICATIONS.]** § 2. No person shall be appointed as such commissioner who is at the time of his appointment in any way connected with any railroad company or warehouse, or who is directly or indirectly interested in any stock, bond or other property of, or is in the employment of any railroad company or warehouseman; and no person appointed as such commis-

sioner shall, during the term of his office, become interested in any stock, bond or other property of any railroad company or warehouse, or in any manner be employed by or connected with any railroad company or warehouse. The Governor shall have power to remove any such commissioner at any time, in his discretion.

**169. OATH—BOND.]** § 3. Before entering upon the duties of his office each of the said commissioners shall make and subscribe, and file with the Secretary of State an affidavit in the following form:

I do solemnly swear (or affirm, as the case may be) that I will support the Constitution of the United States and the Constitution of the State of Illinois, and that I will faithfully discharge the duties of the office of Commissioner of Railroads and Warehouses according to the best of my ability.

And shall enter into bonds, with security to be approved by the Governor, in the sum of \$20,000, conditioned for the faithful performance of his duty as such commissioner.

**170. COMPENSATION—SECRETARY—OFFICE—EXPENSES.]** § 4. Each of said commissioners shall receive for his services a sum not exceeding \$3,500 per annum, payable quarterly. They shall be furnished with an office, office furniture and stationery, at the expense of the State, and shall have power to appoint a secretary to perform such duties as they shall assign to him. Said secretary shall receive for his services a sum not exceeding \$1,500 per annum. The office of the said commissioners shall be kept at Springfield, and all sums authorized to be paid by this act shall be paid out of the State treasury, and only on the order of the Governor: *Provided*, that the total sum to be expended by said commissioners for office rent and furniture and stationery shall, in no case, exceed the total sum of \$800 per annum.

**171. RIGHT TO PASS ON TRAINS, ETC.]** § 5. The said commissioners shall have the right of passing, in the performance of their duties concerning railroads, on all railroads and railroad trains in this State.

**172. REPORT OF RAILROADS.]** § 6. Every railroad company incorporated or doing business in this State, or which shall hereafter become incorporated, or do business under any general or special law of this State, shall, on or before the first day of September, in the year of our Lord 1871, and on or before the same day in each year thereafter, make and transmit to the commissioners appointed by virtue of this act, at their office in Springfield, a full and true statement under oath of the proper officers of said corporation, of the affairs of their corporation, as the same existed on the first day of the preceding July, specifying—

*First*—The amount of capital stock subscribed, and by whom.

*Second*—The names of the owners of its stock, and the amounts owned by them respectively, and the residence of each stockholder as far as known.

*Third*—The amount of stock paid in and by whom.

*Fourth*—The amount of its assets and liabilities.

*Fifth*—The names and place of residence of its officers.

*Sixth*—The amount of cash paid to the company on account of the original capital stock.

*Seventh*—The amount of funded debt.

*Eighth*—The amount of floating debt.

*Ninth*—The estimated value of the road bed, including iron and bridges.

*Tenth*—The estimated value of rolling stock.

*Eleventh*—The estimated value of stations, buildings and fixtures.

*Twelfth*—The estimated value of other property.

*Thirteenth*—The length of single main track.

*Fourteenth*—The length of double main track.

*Fifteenth*—The length of branches, stating whether they have single or double track.

*Sixteenth*—The aggregate length of siding and other tracks not above enumerated.

*Seventeenth*—The number of miles run by passenger trains during the year preceding the making of the report.

*Eighteenth*—The number of miles run by freight trains during the same period.

*Nineteenth*—The number of tons of through freight carried during the same time.

*Twentieth*—The number of tons of local freight carried during the same time.

*Twenty-first*—Its monthly earnings for the transportation of passengers during the same time.

*Twenty-second*—Its monthly earnings for the transportation of freight during the same time.

*Twenty-third*—Its monthly earnings from all other sources respectively.

*Twenty-fourth*—The amount of expense incurred in the running and management of passenger trains during the same time.

*Twenty-fifth*—The amount of expense incurred in the running and management of freight trains during the same time; also, the amount of expense incurred in the running and management of mixed trains during the same time.

*Twenty-sixth*—All other expenses incurred in the running and management of the road during the same time including the salaries of officers, which shall be reported separately.

*Twenty-seventh*—The amount expended for repairs of road and maintenance of way, including repairs and renewal of bridges and renewal of iron.

*Twenty-eighth*—The amount expended for improvement, and whether the same are estimated as a part of the expenses of operating or repairing the road, and, if either, which.

*Twenty-ninth*—The amount expended for motive power and cars.

*Thirtieth*—The amount expended for station houses, buildings and fixtures.

*Thirty-first*—All other expenses for the maintenance of way.

*Thirty-second*—All other expenditures, either for management of road, maintenance of way, motive power and cars, or for other purposes.

*Thirty-third*—The rate of fare for passengers for each month during the same time, through and way passengers separately.

*Thirty-fourth*—The tariff of freights, showing each change of tariff during the same time.

*Thirty-fifth*—A copy of each published rate of fare for passengers and tariff of freight, in force or issued for the government of its agents during the same time.

*Thirty-sixth*—Whether the rate of fare and tariff of freight in such published lists are the same as those actually received by the company during the same time; if not, what were received.

*Thirty-seventh*—What express companies run on its roads and on what terms and on what conditions; the kind of business done by them, and whether they take their freight at the depots or at the office of such express companies.

*Thirty-eighth*—What freight and transportation companies run on its road, and on what terms.

*Thirty-ninth*—Whether such freight and transportation companies use the cars of the railroad or the cars furnished by themselves.

*Fortieth*—Whether the freight or cars of such companies are given any preference in speed or order of transportation, and, if so, in what particular.



*Forty-first*—What running arrangements it has with other railroad companies, setting forth the contracts for the same. [See § 168.

**173. ADDITIONAL INQUIRIES.]** § 7. The said commissioners may make and propound to such railroad companies any additional interrogatories, which shall be answered by such companies in the same manner as those specified in the foregoing section. [See § 165-6.

**174. APPLIES TO OFFICERS OF ROAD.]** § 8. Sections 6 and 7 of this act shall apply to the president, directors and officers of every railroad company now existing or which shall be incorporated or organized in this State, and to every lessee, manager and operator of any railroad within this State.

**175. STATEMENT BY WAREHOUSEMAN.]** § 9. It shall be the duty of every owner, lessee and manager of every public warehouse in this State to furnish in writing under oath, at such times as such Railroad and Warehouse Commissioners shall require and prescribe a statement concerning the condition and management of his business as such warehouseman. [See § 165-6.

**176. REPORT BY COMMISSIONERS—EXAMINATION.]** § 10. Such commissioners shall, on or before the first day of December, in each year, and oftener if required by the Governor to do so, make a report to the Governor of their doings for the preceding year, containing such facts, statements and explanations as will disclose the actual workings of the system of railroad transportation and warehouse business in their bearings upon the business and prosperity of the people of this State, and such suggestions in relation thereto as to them may seem appropriate, and particularly, first, whether in their judgment the railroads can be classified in regard to the rate of fare and freight to be charged upon them, and if so, in what manner; second, whether a classification of freight can also be made, and if so, in what manner. They shall also, at such times as the Governor shall direct, examine any particular subject connected with the condition and management of such railroads and warehouses, and report to him in writing their opinion thereon with their reasons therefor.

**177. EXAMINATION OF RAILROADS AND WAREHOUSES—SUITS.]** § 11. Said commissioners shall examine into the condition and management, and all other matters concerning the business of railroads and warehouses in this State, so far as the same pertain to the relation of such roads and warehouses to the public, and to the accommodation and security of persons doing business therewith; and whether such railroad companies and warehouses, their officers, directors, managers, lessees, agents and employes comply with the laws of this State now in force, or which shall hereafter be in force concerning them. And whenever it shall come to their knowledge, either upon complaint or otherwise, or they shall have reason to believe that any such law or laws have been or are being violated, they shall prosecute or cause to be prosecuted all corporations or persons guilty of such violation. In order to enable said commissioners efficiently to perform their duties under this act, it is hereby made their duty to cause one of their number, at least once in six months, to visit each county in the State, in which is or shall be located a railroad station, and personally inquire into the management of such railroad and warehouse business. [See § 165-6.

**177a. WHEN BOARD TO INVESTIGATE CAUSE OF ACCIDENT ON RAILROAD—BRIDGE, ETC., OUT OF REPAIR—MANDAMUS—PROCEEDINGS BY ATTORNEY GENERAL.]** § 11½. It shall be the duty of said Board of Commissioners to investigate the cause of any accident on any railroad resulting in the loss of life or injury to person or persons, which in their judgment shall require investigation, and the result of such investigation shall be reported upon in a special report to the Governor as soon after said accident as may be practicable, and also in the annual report of said commissioners. And it is hereby made the duty of the general superintendent or manager of each railroad in this State, to inform said board of any such accident immediately after its occurrence. Whenever it shall come to the knowledge of said board, by complaint or otherwise, that any railroad bridge or trestle, or any portion of the track of any railroad in this State is out of repair, or is in an unsafe condition, it shall be the duty of such board to investigate, or cause an investigation to be made, of the condition of such railroad bridge, trestle or track

and may employ such person or persons who may be civil engineer or engineers, as they shall deem necessary for the purpose of making such investigation, and whenever in the judgment of said board after such investigation it shall become necessary to rebuild such bridge, track or trestle or repair the same, the said board shall give notice and information in writing to the corporation of the improvements and changes which they deem to be proper and shall recommend to the corporation or person or persons owning or operating such railroad that it, or he, or they, make such repairs, changes or improvements, or rebuild such bridge or bridges on such railroad as the board shall deem necessary, to the safety of persons being transported thereon. And said board shall give such corporation or person or persons owning or operating said railroad an opportunity for a full and fair hearing on the subject of such investigation and recommendation. And said board shall, after having given said corporation or person or persons operating such railroad an opportunity for a full hearing thereon, if such corporation or person shall not satisfy said board that no action is required to be taken by it or them, fix a time within which such changes or repairs shall be made, or such bridges, tracks or culverts shall be rebuilt, which time the board may extend. It shall be the duty of the corporation, person or persons owning or operating said railroad to comply with such recommendations of said board as are just and reasonable. And the Supreme Court or the Circuit Court in any circuit, in which such railroad may be in part situated, shall have power in all cases of such recommendations by said board, to compel compliance therewith by mandamus. If any such corporation or person or persons owning or operating any such railroad shall, after such hearing, neglect or refuse to comply with the recommendation or recommendations of said board as to making any repairs, changes or improvements, on any bridge, track or trestle, or to rebuild any bridge within the time which shall be fixed by said board therefor, said board shall report such neglect or refusal, together with the facts in such case as said board shall find the facts to be, touching the necessity for such repairs, changes or rebuilding, to the Attorney General of the State of Illinois, who shall thereupon take such action as may be necessary to secure compliance with such recommendations of said board. In all actions or proceedings brought by the Attorney General to compel compliance with the recommendations of the board, the findings of the board shall be *prima facie* evidence of the facts therein stated, and the recommendations of the board shall be deemed *prima facie* just and reasonable. Nothing herein contained shall impair the legal liability of any railroad company for the consequence of its acts. And all existing remedies therefor are hereby saved to the people and to individuals. [Added by act approved June 16, 1887. In force July 1, 1887. L. 1887, p. 255.]

**178. CANCELLATION OF WAREHOUSE LICENSES.]** § 12. Said commissioners are hereby authorized to hear and determine all applications for the cancellation of warehouse licenses in this State which may be issued in pursuance of any laws of this State, and for that purpose to make and adopt such rules and regulations concerning such hearing and determination as may, from time to time, by them be deemed proper. And if, upon such hearing, it shall appear that any public warehouseman has been guilty of violating any law of this State concerning the business of public warehouseman, said commissioners may cancel and revoke the license of said public warehouseman, and immediately notify the officer who issued such license of such revocation and cancellation; and no person whose license as a public warehouseman shall be cancelled or revoked, shall be entitled to another license or to carry on the business in this State of such public warehouseman, until the expiration of six months from the date of such revocation and cancellation, and until he shall have again been licensed: *Provided*, that this section shall not be so construed as to prevent any such warehouseman from delivering any grain on hand at the time of such revocation or cancellation of his said license. And all licenses issued in violation of the provisions of this section shall be deemed null and void. [See § 122.]

**179. POWER TO EXAMINE BOOKS, ETC.]** § 13. The property, books, records, accounts, papers and proceedings of all such railroad companies, and all public warehousemen, shall at all times, during business hours, be subject to the examination and inspection of such commissioners, and they shall have

power to examine, under oath or affirmation, any and all directors, officers, managers, agents and employes of any such railroad corporation, and any and all owners, managers, lessees, agents and employes of such public warehouses and other persons, concerning any matter relating to the condition and management of such business.

**180. MAY EXAMINE WITNESSES, ETC.] § 14.** In making any examination as contemplated in this act, or for the purpose of obtaining information, pursuant to this act, said commissioners shall have the power to issue subpoenas for the attendance of witnesses, and may administer oaths. In case any person shall wilfully fail or refuse to obey such subpoena, it shall be the duty of the Circuit Court of any county, upon application of the said commissioners, to issue an attachment for such witness, and compel such witness to attend before the commissioners, and give his testimony upon such matters as shall be lawfully required by such commissioners; and the said court shall have power to punish for contempt, as in other cases of refusal to obey the process and order of such court.

**181. PENALTY AGAINST WITNESSES.] § 15.** Any person who shall wilfully neglect or refuse to obey the process of subpoena issued by said commissioners, and appear and testify as therein required, shall be deemed guilty of a misdemeanor, and shall be liable to an indictment in any court of competent jurisdiction, and on conviction thereof shall be punished for each offense by a fine of not less than \$25 nor more than \$500, or by imprisonment of not more than thirty days, or both, in the discretion of the court before which such conviction shall be had.

**182. PENALTY AGAINST RAILROAD COMPANIES, WAREHOUSEMEN, ETC.] § 16.** Every railroad company, and every officer, agent or employe of any railroad company, and every owner, lessee, manager or employe of any warehouse, who shall wilfully neglect to make and furnish any report required in this act, at the time herein required, or who shall wilfully and unlawfully hinder, delay, or obstruct said commissioners in the discharge of the duties hereby imposed upon them, shall forfeit and pay a sum of not less than \$100 nor more than \$5,000 for each offense, to be recovered in an action of debt in the name and for the use of the People of the State of Illinois; and every railroad company, and every officer, agent or employe of any such railroad company, and every owner, lessee, manager, or agent or employe of any public warehouse, shall be liable to a like penalty for every period of ten days it or he shall wilfully neglect or refuse to make such report.

**183. ATTORNEY GENERAL AND STATE'S ATTORNEY TO PROSECUTE SUITS.] § 17.** It shall be the duty of the Attorney General, and the State's attorney in every circuit or county, on the request of said commissioners, to institute and prosecute any and all suits and proceedings which they, or either of them, shall be directed by said commissioners to institute and prosecute for a violation of this act, or any law of this State concerning railroad companies or warehouses, or the officers, employees, owners, operators or agents of any such companies or warehouses.

**184. IN NAME OF PEOPLE—PAY—QUI TAM ACTIONS.] § 18.** All such prosecutions shall be in the name of the People of the State of Illinois, and all moneys arising therefrom shall be paid into the State treasury by the sheriff or other officer collecting the same; and the State's attorney shall be entitled to receive for his compensation, from the State treasury, on bills to be approved by the Governor, a sum not exceeding ten per cent. of the amount received and paid into the State treasury as aforesaid: *Provided*, this act shall not be construed so as to prevent any person from prosecuting any *qui tam* action as authorized by law, and of receiving such part of the amount recovered in such action as is or may be provided under any law of this State.

**185. RIGHTS OF INDIVIDUALS SAVED.] § 19.** This action shall not be so construed as to waive or affect the right of any person, injured by the violation of any law in regard to railroad companies or warehouses, from prosecuting for his private damages in any manner allowed by law.

AN ACT to provide that the Railroad and Warehouse Commission may keep and use a common seal for the authentication of its acts, records and proceedings. [Approved June 19, 1891, in force July 1, 1891. L. 1891, p. 185.]

**185a. SEAL—HOW RECORDS, ETC., AUTHENTICATED.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That the Railroad and Warehouse Commission of this State may, for the authentication of its records, process and proceedings, adopt, keep and use a common seal, of which seal judicial notice shall be taken in all courts of this State; and any process, writ, notice or other paper which the said commission may be authorized by law to issue, shall be deemed sufficient if signed by the secretary of said commission and authenticated by such seal; and all acts, orders, proceedings, rules of inspection, entries, minutes, schedules and records of said commission may be proved in any court of this State by a copy thereof, certified to by the secretary of said commission, with the seal of said commission attached.

## STATE WEIGH-MASTER.

AN ACT to provide for the appointment of State Weigh-Masters. [Approved June 23, 1883. In force July 1, 1883. L. 1883, p. 172.]

**186. WEIGH-MASTER—APPOINTMENT OF.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That there shall be appointed by the Railroad and Warehouse Commissioners in all cities where there is State inspection of grain, a State weigh-master and such assistance as shall be necessary.

**187. DUTIES OF.]** § 2. Said State weigh-master and assistants shall, at the places aforesaid, supervise and have exclusive control of the weighing of grain and other property which may be subject to inspection, and the inspection of scales and the action and certificate of such weigh-master and assistants in the discharge of their aforesaid duties shall be conclusive upon all parties in interest.

**188. FIX FEES.]** § 3. The Board of Railroad and Warehouse Commissioners shall fix the fees to be paid for the weighing of grain or other property, which fees shall be paid equally by all parties interested in the purchase and sale of the property weighed, or scales inspected and tested.

**189. WEIGH-MASTER—QUALIFICATIONS—BOND—COMPENSATION.]** § 4. Said State weigh-master and assistants shall not be a member of any board of trade or association of like character; they shall give bonds in the sum of five thousand dollars (\$5,000), conditioned for the faithful discharge of their duties, and shall receive such compensation as the Board of Railroad and Warehouse Commissioners shall determine.

**190. MAY ADOPT RULES.]** § 5. The Railroad and Warehouse Commissioners shall adopt such rules and regulations for the weighing of grain and other property as they shall deem proper.

**191. NEGLECT OF DUTY—PENALTY.]** § 6. In case any person, warehouseman or railroad corporation, or any of their agents or employes, shall refuse or prevent the aforesaid State weigh-master or either of his assistants from having access to their scales, in the regular performance of their duties in supervising the weighing of any grain or other property in accordance with the tenor and meaning of this act, they shall forfeit the sum of one hundred dollars (\$100) for each offense, to be recovered in an action of debt, before any justice of the peace, in the name of the People of the State of Illinois; such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution.



## WEIGHING GRAIN IN BULK BY RAILROAD COMPANY.

AN ACT relating to the receipt, shipment, transportation and weighing of grain in a bulk by railroad companies. [Approved June 15, 1887. In force July 1, 1887. L. 1887, p. 253.]

**192.** ROAD RECEIVING FOR TRANSPORTATION SHALL FURNISH SUITABLE APPLIANCES FOR WEIGHING, ETC.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That in all counties of the third class, and in all cities having not less than 50,000 inhabitants, where bulk grain, and millstuffs or seeds are delivered by any railroad transporting the same from initial points to another road for transportation to other points, such road or roads receiving the same for transportation to said points or connections leading thereto, shall provide suitable appliances for unloading, weighing and transferring such property from one car to another without mixing or in any way changing the identity of the property so transferred, and such property shall be accurately weighed in suitably covered hopper scales, which will determine the actual net weight of the entire contents of any carload of grain, millstuffs or seeds at a single draft, without gross or tare, and which weights shall always be given in the receipts or bills of lading and used as the basis of any freight contracts affecting such shipments between such railroad companies and the owners, agents or shippers of such grain, millstuffs or seeds so transported and transferred.

**193.** WHERE ORIGINAL CAR RUNS THROUGH WITHOUT TRANSFER.] § 2. The practice of loading grain, millstuffs or seeds into foreign or connecting-line cars at the initial point from which the grain, millstuffs or seeds are originally shipped, or the running of the original car through without transfer, shall not relieve the railroad making the contract to transport the same to its destination or connection leading thereto, from weighing and transferring such property in the manner aforesaid, unless the shipper, owner or agent of such grain, millstuffs or seeds shall otherwise order or direct.

**194.** LIABILITY OF RAILROAD COMPANY FOR NEGLECT OR FAILURE—PROCEEDINGS.] § 3. Any railroad company neglecting or refusing to comply promptly with any and all of the requirements of either sections 1 or 2 of this act, shall be liable in damages to the party interested, to be recovered by the party damaged in an action of assumpsit, and such party may proceed by mandamus against any railroad company so refusing or neglecting to comply with the requirements of this act; and if the shipper, owner or agent of any such grain, millstuffs or seeds shall fail or neglect to proceed by mandamus, it shall then be the duty of the Railroad and Warehouse Commissioners of this State, upon complaint of the party or parties interested, to proceed against the railroad failing or refusing to comply with the provisions of this act; and all the powers heretofore conferred by law upon the Board of Railroad and Warehouse Commissioners of this State, shall be applicable in the conduct of any legal proceeding commenced by such commissioners under this act.

**195.** PENALTY, HOW RECOVERED.] § 4. Any railroad company so refusing or neglecting as aforesaid, shall be liable to a penalty of not less than \$100 nor more than \$500 for each neglect or refusal as aforesaid, to be recovered in an action of assumpsit in the name of the People of the State of Illinois for the use of the county in which such act or acts of neglect or refusal shall occur, and it shall be the duty of the Railroad and Warehouse Commissioners to cause prosecutions for such penalties to be instituted and prosecuted.

## TO INCREASE THE POWERS OF RAILROAD CORPORATIONS.

AN ACT for an act to increase the powers of railroad corporations. [Approved June 30, 1885. In force July 1, 1885. L. 1885.]

**196.** CONSOLIDATION OF RAILROAD CORPORATIONS.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That all railroad companies now organized, or hereafter to be organized, under the laws of this State, which now are, or hereafter may be in possession of, and

operating in connection with, or extension of their own railway lines, any other railroad or railroads, in this State or in any other state or states, or owning and operating a railroad which connects at the boundary line of this State with a railroad in another state, are hereby authorized and empowered to purchase and hold in fee simple or otherwise, and to use and enjoy the railway property, corporate rights and franchises of the company or companies owning such other road or roads, upon such terms and conditions as may be agreed upon between the directors, and approved by the stockholders owning not less than two-thirds in amount of the capital stock of the respective corporations becoming parties to such purchase and sale; such approval may be given at any annual or special meeting, upon sixty days' notice being given to all shareholders, of the question to be acted on, by publication in some newspaper published in the county where the principal business office of the corporation is situated: *Provided*, that notice of any special meeting called to act upon such question, shall be given to each shareholder whose postoffice address is known, by depositing in the postoffice, at least thirty days before the time appointed for such meeting, a notice properly addressed and stamped, signed by the secretary of the company, stating the time, place and object of such meeting: *And provided further*, that no railroad corporation shall be permitted to purchase any railroad which is a parallel or competing line with any line owned or operated by such corporation.

197. CONSOLIDATED COMPANY—BODY CORPORATE—POWER OF—ILLINOIS CENTRAL.] § 2. Any railroad company now organized or hereafter to be organized under the laws of this State, shall have power from time to time to borrow such sums of money as may be necessary for the funding of its indebtedness, paying for constructing, completing, improving or maintaining its lines of railroad, and to issue bonds therefor, and to mortgage its corporate property, rights, powers, privileges and franchises, including the right to be a corporation, to secure the payment of any debt contracted for such purposes, and to increase its capital stock to any amount required for the purposes aforesaid, not exceeding the cost of the roads and works owned or constructed and equipped by it; such increase of capital stock to be made in such manner and in accordance with and subject to such regulations, preferences, privileges and conditions as the company at any general or special meeting of its shareholders, held at the time such creation of new shares may be authorized, shall think fit: *Provided*, that no stock or bonds shall be issued, except for money, labor or property actually received and applied to the purposes for which such corporation was created; nor shall the capital stock be increased for any purpose except upon giving sixty days' public notice in the manner provided in the first section of this act: *And, provided further*, that nothing contained in this act shall be held or construed to alter, modify, release or impair the rights of this State as now reserved to it in any railroad charter heretofore granted, or to affect in any way the rights or obligations of any railroad company derived from, or imposed by such charter: *And, provided further*, that nothing herein contained shall be so construed as to authorize or permit the Illinois Central Railroad Company to sell the railway constructed under its charter, approved February 10, 1851, or to mortgage the same, except subject to the rights of the State under its contract with said company, contained in its said charter, or to dissolve its corporate existence, or to relieve itself or its corporate property from its obligations to this State, under the provisions of said charter; nor shall anything herein contained be so construed as to in any manner relieve or discharge any railroad company, organized under the laws of this State, from the duties or obligations imposed by virtue of any statute now in force or hereafter enacted: *And, provided further*, that nothing in this act shall be so construed as to authorize any corporation, other than those organized in and under the laws of this State, to purchase or otherwise become the owner, owners, lessee or lessees of any railroad within this State.

## REDEMPTION OF DRAWBACK CHECKS.

AN ACT to regulate and enforce the redemption of drawback checks issued by railroad corporations. [Approved June 1, 1889. In force July 1, 1889. L. 1889, p. 225.]

**198. DRAWBACK CHECK—REDEMPTION OF.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That where any railroad corporation issues or causes to be issued or delivered, by a conductor or other authorized agent, what is known as a drawback check to any passenger on account of the over-payment of cash fare by such passenger for transportation over any part of such railroad, such drawback check shall be redeemed by said corporation upon its presentation by the holder at any ticket office of such corporation, within ten years after such drawback check may have been issued; and upon refusal of the agent of such corporation in charge of such ticket office to redeem the same upon such presentation, the holder of such drawback check may maintain an action against such corporation in any court of competent jurisdiction for the recovery of the amount of money stipulated in such drawback check, together with costs of suit and a reasonable attorney's fee, to be fixed by the court where the cause is heard, on appeal or otherwise, and taxed as a part of the costs of suit.

**199. THE TERM "RAILROAD CORPORATION."]** § 2. The term railroad corporation contained in this act shall be deemed and taken to include all companies, lessees, contractors, persons or associations of persons, whether incorporated or otherwise owning, operating or using any railroads in this State.

## STEALING JOURNAL BEARINGS, ETC.

AN ACT to punish the crime of stealing or malicious removal of journal bearings, fixtures or attachments from locomotives, tenders, freight or passenger cars. [Approved June 1, 1889. In force July 1, 1889. L. 1889, p. 115.]

**200. REMOVAL OF JOURNAL BEARINGS, ETC.—PENALTY.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That any person or persons who shall remove, take, steal, change, add to, take from, or in any manner interfere with any journal bearings or brasses, or any of the parts or attachments of any locomotive, tender or cars or any fixture or attachment belonging to, connected with, or used in operating any locomotive, tender or car owned, leased or used by any railroad or transportation company in this State, shall be subject to punishment by imprisonment in the penitentiary not less than one, nor more than five years, in the discretion of the court or jury before whom the cause is tried: *Provided*, that upon a plea of guilty being entered, the court may fix the penalty prescribed herein: *Provided, further*, that if the removal of such journal bearings or brasses, fixtures or attachments as aforesaid, shall be the cause of wrecking any train, locomotive or other car in this State whereby the life or lives of any person or persons shall be lost as a result of the felonious or malicious stealing, interfering with, or removal of the fixtures aforesaid, the person or persons found guilty thereof shall be liable for murder as in other cases. [For punishment for malicious mischief, see Criminal Code, ch. 38. § 8.]

## RELOCATION OF RAILROAD TO RUN THROUGH COUNTY SEAT.

AN ACT to enable any railroad company whose main line runs near to any county seat to change and relocate such line so as to run through such county seat. [Approved May 5, 1891, in force July 1, 1891, p. 183.]

**201. RELOCATION OF RAILROAD—COUNTY SEAT.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That each and every railroad corporation organized in this State, or doing business therein, which has a branch of its railway running through any county seat, and is compelled by law to run all trains passing over the line used by it as its main line upon and over said branch to such county seat, be and it is



hereby authorized to relocate and change the line used by it as its main line of railway and bring it into or through such county seat, so that all trains running over said main line shall pass into or through such county seat on said main line and stop thereat to receive and let off passengers and to put on and take off freight.

**202. RELOCATION—RUNNING TRAIN—MAIN LINE—DEPOT.]** § 2. Whenever any railroad corporation shall have relocated and changed the line used by it as its main line of railway, as provided in section one of this act, and shall run all trains over said main line when relocated into or through such county seat, it shall not be required, notwithstanding the decision of any court of this State heretofore rendered, to run any train or trains passing over the line used by it as its main line upon or over any part of said branch into said county seat: *Provided, however,* it shall be the duty of any such railroad corporation desiring to avail itself of the provisions of this act to so relocate its main line of railroad as to bring the same as near to the business center of such county seat as such branch of its railroad is now located, and such railroad corporation upon its main line so relocated shall build, erect and maintain a good and sufficient depot as near to the business center of such county seat as the depot which may now be located on such branch of its railway, and at such depot on said relocated main line of railroad all trains shall stop to receive and let off passengers and to put on and take off freight.

Any railroad company accepting the provisions of this act shall abandon its right of way and remove its tracks over that portion of its main line between the point where said relocated line leaves the main line as now located and the point where said main line as now located intersects its said branch line as now located, and any railroad company accepting the provisions of this act shall file in the office of the recorder of the county where such change is made, a map showing in detail the portion of the lines and tracks abandoned and of the new line as relocated, and such recorder shall record such map.

**203. ACCEPTING PROVISIONS OF ACT—TO MAINTAIN DEPOT, ETC.]** § 3. Any railroad corporation accepting the provisions of this act and relocating a portion of its main line under the provisions thereof, shall forever maintain its depot and operate its main line as relocated.

**204. POWER OF CORPORATION MAKING CHANGE—CONDEMNATION.]** § 4. Every such corporation making the change in the line used by it as its main line provided for in section one of this act is hereby vested with full power and authority to acquire lands necessary for the right of way and depot purposes for the purpose of making such change in its line and for establishing the necessary depots thereon; and if it is unable to obtain such lands by purchase it may acquire them in the manner and under the conditions provided by the act to provide for the exercise of the right of eminent domain.

## RAILROAD CROSSINGS.

AN ACT in relation to the crossing of one railway by another, and to prevent danger to life and property from grade crossings. [Approved May 27, 1889. In force July 1, 1889. L. 1889, p. 223.]

**205. THE CROSSING OF ONE RAILROAD BY ANOTHER.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That hereafter any railroad company desiring to cross with its tracks the main line of another railroad company, shall construct the crossing at such place and in such manner as will not unnecessarily impede or endanger the travel or transportation upon the railway so crossed. If in any case objection be made to the place or mode of crossing proposed by the company desiring the same, either party may apply to the Board of Railroad and Warehouse Commissioners, and it shall be their duty to view the ground and give all parties interested an opportunity to be heard. After full investigation and with due regard to safety of life and property, said board shall give a decision prescribing the place where and the manner in which said crossing shall be made, but in all cases the compensation to be paid for property actually required for

the crossing and all damages resulting therefrom, shall be determined in the manner provided by law in case the parties fail to agree.

**206. EXPENSE OF CONSTRUCTION OF CROSSING.]** § 2. The railroad company seeking the crossing shall in all cases bear the entire expense of the construction thereof, including all costs and incidental expenses incurred in the investigation by the Board of Railroad and Warehouse Commissioners.

AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same. [Approved June 2, 1891; in force July 1, 1891. L. 1891, p. 181.]

**207. PROTECTING CROSSINGS—INTERLOCKING OR OTHER SAFETY DEVICES.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That in every case where the main tracks of two or more railroads cross at a grade in this State, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossings with interlocking or other safety devices, may file with the Railroad and Warehouse Commission a petition stating the facts of the situation, and asking said Railroad and Warehouse Commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks; and upon the filing thereof, notice shall be given to each other company or person owning or operating any track involved in such crossing, and the said Railroad and Warehouse Commission shall thereupon view the site of such crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.

**208. WHEN GRADE CROSSING DANGEROUS—POWER OF COMMISSION—PETITION.]** § 2. If the said Railroad and Warehouse Commission shall from information obtained in any manner, have cause to believe that any such grade crossing, as described in section one of this act, is dangerous to the public or to persons operating trains, and requires protection, then it shall be the duty of the said commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.

**209. COMMISSION TO HEAR PETITION—INTERLOCKING SIGNALS, ETC.—COST.]** § 3. At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance of section two thereof, unless the hearing is for good cause continued, said Railroad and Warehouse Commission shall proceed to try the question whether or not the crossing shall be protected by interlocking, or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said commission shall, after such hearing, enter an order upon a record book or docket to be kept for the purpose, denying the petition or discharging the citation, if the protection of such crossing as proposed is deemed unnecessary, or, if said commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested cannot agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliance to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said commission shall further designate, in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the Railroad and Warehouse Commission shall determine that interlocking or other safety appliance shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all cost of such appliances, together with the expense of putting them in and the future maintenance thereof.

**210. COMMISSION TO INSPECT PLANT—MAY ISSUE PERMIT TO RUN CROSSING WITHOUT STOPPING.]** § 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others in doing so, any order of the said Railroad and Warehouse Commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made, unless the Railroad and Warehouse Commission shall, for good cause shown, extend the time; and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said Railroad and Warehouse Commission thereof, whereupon said commission shall inspect, or cause to be inspected, the said completed plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887; and if, upon said inspection, the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit empowering the several companies or persons owning or operating the tracks involved therein to run such crossing without stopping, under such rules and regulations as may be in force, or may thereafter be adopted by the said commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.

**211. PENALTY FOR NOT COMPLYING WITH ORDER.]** § 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance of this act, shall forfeit and pay a penalty of \$200 for each week of such refusal and neglect, the same to be recovered in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.

**212. EXPENSES—HOW PAID.]** § 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the secretary of said commission.

**213. WHAT A CROSSING WITHIN MEANING OF ACT.]** § 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act: *Provided*, that this section shall not apply to switch, spur or side tracks.

## INDEX.

	PAGE.
<b>A</b>	
Accidents in Illinois.....	126 to 129 inc.
Atchison, Topeka & Santa Fé Co.— Officers of.....	237
Average daily compensation of employes.....	96 to 99 inc.
<b>B</b>	
Baltimore & Ohio & Chicago Railroad Co.— Officers and directors of.....	238
Baltimore & Ohio Railroad Co.— Officers and directors of.....	238
Baltimore & Ohio Southwestern Railroad Co.— Officers and directors of.....	239
Belleville & Carondelet Railroad Co.— Officers and directors of.....	315
Belleville & Eldorado Railroad Co.— Officers and directors of.....	315
Belleville & Southern Illinois Railroad Co.— Officers and directors of.....	316
Belt Railway of Chicago— Officers and directors of.....	240
Blue Island Railroad Co.— Officers and directors of.....	280
<b>C</b>	
Calumet River Railway Co.— Officers and directors of.....	307
Carbondale & Shawneetown Railroad Co.— Officers and directors of.....	318
Centralia & Chester Railroad Co.— Officers and directors of.....	241
Chicago & Alton Railroad Co.— Officers and directors of.....	242
Chicago & Calumet Terminal Railway Co.— Officers and directors of.....	244
Chicago & Eastern Illinois Railroad Co.— Officers and directors of.....	245
Chicago & Erie Railroad Co.— Officers and directors of.....	246
Chicago & Grand Trunk Railway Co.— Officers and directors of.....	247
Chicago & Illinois Southern Railroad Co.— Officers and directors of.....	249
Chicago & Indiana State Line Railroad Co.— Officers and directors of.....	250
Chicago & Iowa Railroad Co.— Officers and directors of.....	258
Chicago & Northwestern Railway Co.— Officers and directors of.....	251
Chicago & Northern Pacific— List of officials.....	252 & 253
Chicago & Springfield Railroad Co.— Officers and directors of.....	283
Chicago & South Side Rapid Transit Co.— Officers and directors of.....	254
Chicago & State Line Railroad Co.— Officers and directors of.....	303
Chicago & Texas Railroad Co.— Officers and directors of.....	255



	PAGE.
Chicago & Western Indiana Railroad Co.—	
Officers and directors of.....	332
Chicago, Burlington & Northern Railroad Co.—	
Officers and directors of.....	256
Chicago, Burlington & Quincy Railroad Co.—	
Officers and directors of.....	257
Chicago Great Western Railway Co.—	
Officers and directors of.....	263
Chicago, Havana & Western Railroad Co.—	
Officers and directors of.....	281
Chicago, Lake Shore & Eastern Railroad Co.—	
Officers and directors of.....	264
Chicago, Madison & Northern Railroad Co.—	
Officers and directors of.....	282
Chicago, Milwaukee & St. Paul Railway Co.—	
Officers and directors of.....	265
Chicago, Paducah & Memphis Railroad Co.—	
Officers and directors of.....	266
Chicago, Peoria & St. Louis Railway Co.—	
Officers and directors of.....	267
Chicago, Rock Island & Pacific Railway Co.—	
Officers and directors of.....	269
Chicago, St. Louis & Paducah Railway Co.—	
Officers and directors of.....	317
Chicago Union Transfer Co.—	
Officers and directors of.....	271
Chief Grain Inspector, report of.....	135 to 161 inc.
Classification of railroad and mileage.....	42 to 47 inc.
Classification of freight traffic in Illinois.....	86 to 91 inc.
Cleveland, Cincinnati, Chicago & St. Louis Railway Co.—	
Officers and directors of.....	272
Commission, report of the.....	3 to 8 inc.
Consumption of fuel by locomotives.....	119 to 125 inc.
Consulting Engineers, report of the.....	13 to 19 inc.
Crossings equipped with interlocking and signaling devices.....	20 to 23 inc.
<b>D</b>	
Depue, Ladd & Eastern Railroad Co.—	
Officers and directors of.....	275
Description of equipment, whole line.....	100 to 110 inc.
<b>E</b>	
Earnings and income in Illinois.....	66 to 73 inc.
East St. Louis & Carondelet Railway Co.—	
Officers and directors of.....	327
East St. Louis Connecting Railway Co.—	
Officers and directors of.....	276
Elgin, Joliet & Eastern Railway Co.—	
Officers and directors of.....	277
Employés, number of, in Illinois.....	92 to 95 inc.
Employés, average daily compensation of.....	96 to 99 inc.
Englewood Connecting Railway Co.—	
Officers and directors of.....	312
Equipment, description of, whole line.....	100 to 110 inc.
Expenditures in Illinois.....	74 to 76 inc.
<b>F</b>	
Financial statement.....	9 & 10
Fuel, consumption of, by locomotives.....	119 to 125 inc.
Fulton County Narrow Gauge Railway Co.—	
Officers and directors of.....	278
<b>G</b>	
Galesburg & Rio Railroad Co.—	
Officers and directors of.....	259
General expenditures in Illinois.....	77 to 80 inc.
Grain Inspection Department—	
Report of Chief Grain Inspector.....	135 to 161 inc.
Report of Warehouse Registrar.....	165 to 197 inc.
Grand Trunk Junction Railway Co.—	
Officers and directors of.....	248

	PAGE.
<b>I</b>	
Income account, whole line .....	54 to 65 inc.
Illinois Central Railway Co.—	
Officers and directors of .....	279
Illinois Valley & Northern Railway Co.—	
Officers and directors of .....	260
Indiana, Decatur & Western Railway Co.—	
Officers and directors of .....	287
Indiana, Illinois & Iowa Railroad Co.—	
Officers and directors of .....	288
Interlocking devices, statutory provision and rules governing same .....	205 to 213 inc.
Interlocking devices, crossings equipped with .....	20 to 23 inc.
Iowa Central Railway Co.—	
Officers and directors of .....	289
<b>J</b>	
Jacksonville, Louisville & St. Louis Railway Co.—	
Officers and directors of .....	290
Joliet & Chicago Railroad Co.—	
Officers and directors of .....	243
Joliet & Northern Indiana Railroad Co.—	
Officers and directors of .....	300
<b>K</b>	
Kankakee & Seneca Railway Co.—	
Officers and directors of .....	273
Kankakee & Southwestern Railroad Co.—	
Officers and directors of .....	284
<b>L</b>	
Lake Erie & Western Railway Co.—	
Officers and directors of .....	291
Lake Street Elevated Railroad Co.—	
Officers and directors of .....	294
Lake Shore & Michigan Southern Railroad Co.—	
Officers and directors of .....	293
LaSalle & Bureau County Railroad Co.—	
Officers and directors of .....	295
List of railroad officials .....	237 to 332 inc.
Litchfield, Carrollton & Western Railway Co.—	
Officers and directors of .....	268 & 292
Louisville, Evansville & St. Louis Consolidated Railroad Co.—	
Officers and directors of .....	297
<b>M</b>	
Metropolitan West Side Elevated Railway—	
Officers and directors of .....	298
Michigan Central Railroad Co.—	
Officers and directors of .....	299
<b>N</b>	
New York, Chicago & St. Louis Railroad Co.—	
Officers and directors of .....	302
Number of employés in Illinois and salaries .....	92 to 95 inc.
<b>P</b>	
Passenger and freight traffic in Illinois .....	82 to 85 inc.
Pawnee Railroad Co.—	
Officers and directors of .....	304
Pennsylvania Co., operating South Chicago & Southern Railroad Co.—	
Officers and directors of .....	306
Pennsylvania Co., lessee Pittsburgh, Ft. Wayne & Chicago Railway Co.—	
Officers and directors of .....	305
Peoria & Bureau Valley Railroad Co.—	
Officers and directors of .....	270
Peoria & Eastern Railway Co.—	
Officers and directors of .....	274
Peoria, Decatur & Evansville Railway Co.—	
Officers and directors of .....	309

	PAGE.
Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co.—	
Officers and directors of.....	311
Peoria & Pekin Union Railway—	
Officers and directors of.....	308
Peoria Terminal Railroad Co.—	
Officers and directors of.....	310
Pre-emption Eastern Railroad Co.—	
Officers and directors of.....	310

## Q

Quincy, Alton & St. Louis Railway Co.—	
Officers and directors of.....	261
Quincy, Omaha & Kansas City Ry. Co.—	
Officers and directors of.....	312

## R

Rails, ties, ballast, bridges, etc.....	111 to 118 inc.
Railroad laws of Illinois.....	351 to 404 inc.
Railway capital.....	48 to 53 inc.
Railroad officials, list of.....	237 to 332 inc.
Rantoul Railroad Co.—	
Officers and directors of.....	285
Report of Chief Grain Inspector.....	135 to 161 inc.
Report of the Commission.....	1 to 8 inc.
Report of Consulting Engineers.....	13 to 19 inc.
Report of Warehouse Registrar.....	165 to 197 inc.
Revision of classification.....	1X
Rock Island & Peoria Railway Co.—	
Officers and directors of.....	313
Rules governing grain department.....	219 to 233 inc.
Rules of practice.....	200 to 213 inc.
Rules of practice, in crossing and interlocking cases.....	214 to 218 inc.

## S

St. Louis & Cairo Railroad, operated by Mobile & Ohio Railroad Co.—	
Officers and directors of.....	301
St. Louis & Eastern Railway Co.—	
Officers and directors of.....	321
St. Louis & Peoria Railway Co.—	
Officers and directors of.....	323
South Chicago Railroad Co.—	
Officers and directors of.....	286
South Chicago & Southern Railroad Co.—	
Officers and directors of.....	307
Southeast & St. Louis Railway Co.—	
Officers and directors of.....	296
St. Louis, Alton & Terre Haute Railroad Co.—	
Officers and directors of.....	314
St. Louis, Belleville and Southern Ry. Co.—	
Officers and directors of.....	319
St. Louis Bridge Co.—	
Officers and directors of.....	325
St. Louis, Chicago & St. Paul Railway Co.—	
Officers and directors of.....	319
St. Louis, Indianapolis & Eastern Railroad Co., operating and owning Indiana & Illinois Southern Railroad—	
Officers and directors of.....	320
St. Louis Merchants' Bridge Terminal Railway Co.—	
Officers and directors of.....	322
St. Louis, Rock Island & Chicago Railway Co.—	
Officers and directors of.....	262
St. Louis Southern Railroad Co.—	
Officers and directors of.....	318
St. Louis, Vandalia & Terre Haute Railroad Co.—	
Officers and directors of.....	326

## T

Tables—	
Tabulated statistics.....	27 to 40 inc.
Statistical tables.....	41 to 131 inc.
Taxes paid in Illinois.....	130 to 131 inc.
Terminal Railroad Association of St. Louis—	
Officers and directors of.....	324
Terre Haute & Indianapolis Railroad Co., lessee of St. Louis, Vandalia & Terre Haute Railroad Co.—	
Officers and directors of.....	326 & 327



	PAGE.
Lessee—Terre Haute & Peoria Railroad Co.—	
Officers of .....	328
Toledo, Peoria & Western Railway Co.—	
Officers and directors of .....	328
Toledo, St. Louis & Kansas City Railroad Co.—	
Officers and directors of .....	329
<b>W</b>	
Wabash Railroad Co.—	
Officers and directors of .....	330
Wabash, Chester & Western Railway Co.—	
Officers and directors of .....	331
Warehouse Registrar, report of .....	165
Wisconsin Central Co.—	
Officers and directors of .....	331

## APPENDIX.

	PAGE.
Complaints, petitions, etc.—	
Vance, et al., vs. Chicago, Paducah & Memphis Co .....	235
Millers' Association of Illinois vs. The Railway Companies of Illinois.....	237
Chicago Live Stock Exchange vs. Chicago & N. W. et al.....	341
The C. & A. Ry. Co. vs. The Alton Ry. & Illuminating Co.....	342
Interlocking—	
Ill. Cent. Ry. Co. vs. W. C. & W. Ry. Co .....	347



HE  
2709  
I 3  
Sbth (1896)  
RARE  
BARM





